

# GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain, feed and field seed handling plants.



## Power Drivers for C. & N. W. Elevator

THE new addition to the Chicago & Northwestern Grain Elevator at Council Bluffs, Iowa, designed and erected by Barnett & Record Co., uses Morse Silent Chains for driving the conveyors.

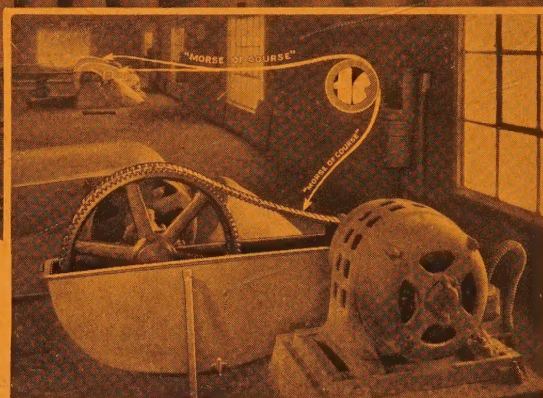
Many prominent grain elevators are using Morse Drives for their power transmission needs. They appreciate the advantages of 98.6% sustained efficiency, flexibility, positive speed ratios, long life.

MORSE CHAIN CO., ITHACA, N. Y.

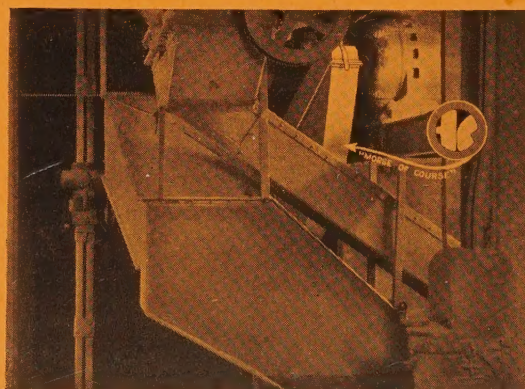
Branches in principal cities

3342

**MORSE** SILENT CHAIN **DRIVES**



Three 30 H. P. Morse Silent Chains driving conveyor belts above storage tanks. This drive operates on 42 inch centers.

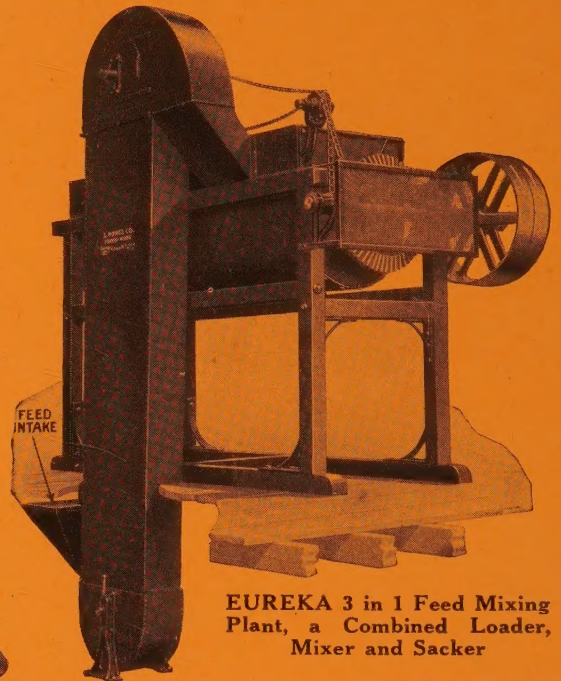
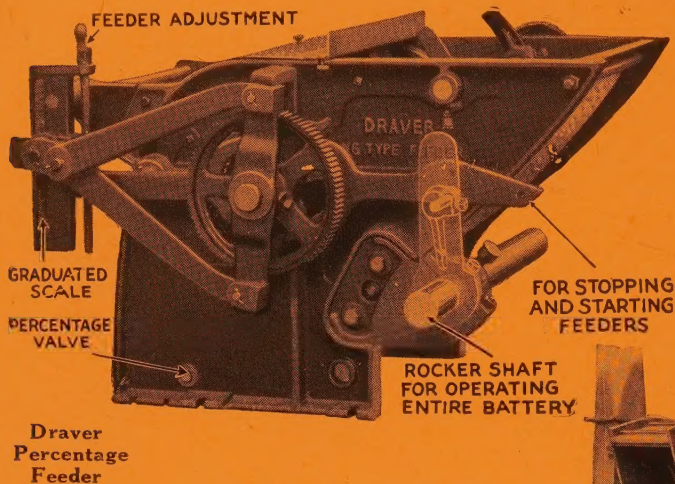


One of five 20 H. P. and 30 H. P. Morse Silent Chains driving conveyor belts below storage tanks. These drives operate on 47 inch and 48 inch centers.

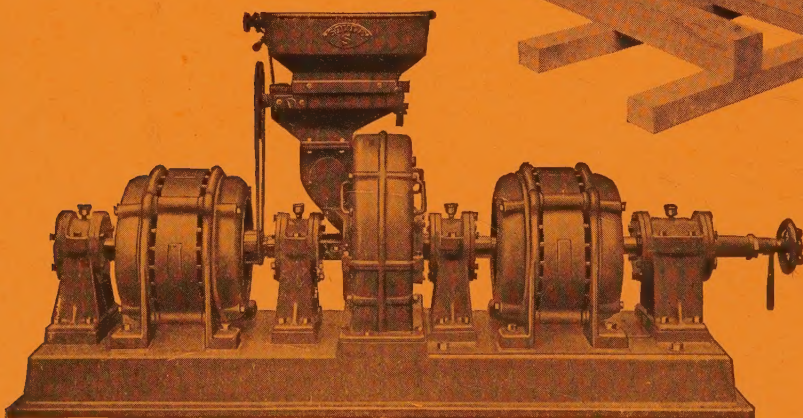
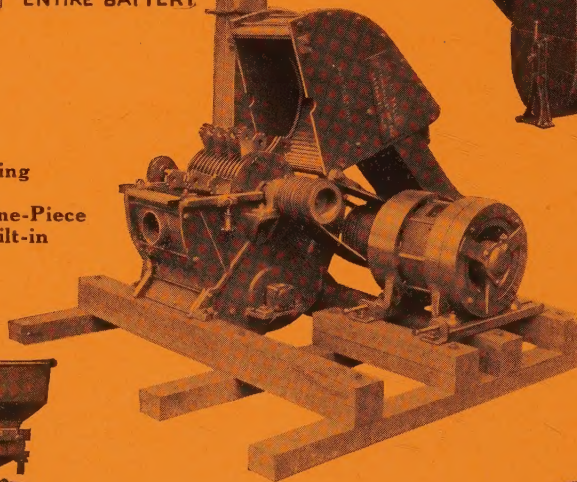


# Cut Your Feed Plant Costs— Use Strong-Scott Machines

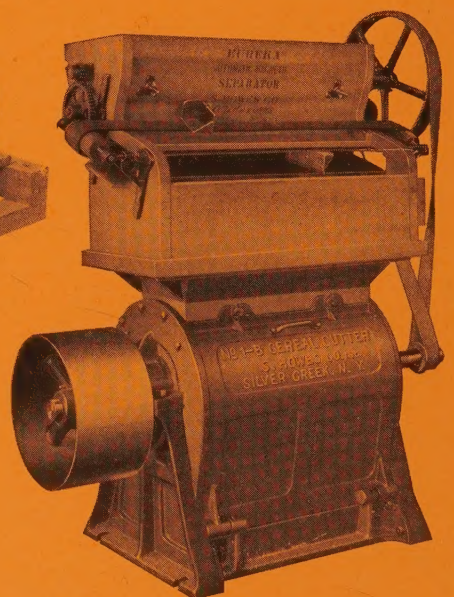
**F**EEED plant operation costs are considerably reduced by the use of the efficient, reliable machines sold by Strong-Scott. We offer you a complete feed plant service—entire plants designed and equipped, special machinery, service and supplies. Write for full information.



HOCKING VALLEY Swing Hammer Mill  
UNIFORM GRINDING—One-Piece Hammers, Reversible. Built-in Metal Trap



MUNSON Attrition Mill for General Grinding



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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

**HAVING YOUR** name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.

### AMARILLO, TEXAS.

Barefield Grain Co., grain, hay, field seeds.\*  
Beasley Grain Co., J. N., grain and seeds.\*  
Bennett & Co., Jas. E., grain, stocks, provisions.  
Great West Mill & Elevator Co., millers, grain dlsrs.\*  
Hardeman Grain Co., millers and grain dealers.\*  
Kearns Grain & Seed Co., grain, field seeds.\*  
Panhandle Grain Corp., domestic and export grain.  
Stone, Lester, grain merchant.\*  
Strader Grain Co., U. S., grain, seed, feed.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Beer & Co., Inc., E. H., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*

### BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.\*  
Hasenwinkle-Scholer Co., corn and oats.\*

### BLUFFTON, IND.

Studebaker Grain & Seed Co., grain, hay, seeds.\*

### BUFFALO, N. Y.

Corn Exchange Members.

Lewis Grain Corporation, consignments.\*  
McKillop, Inc., J. G., consignments.\*  
Seymour-Wood Grain Co., consignments.\*  
Sunset Feed & Grain Co., Inc., feed and grain.\*

### CAIRO, ILL.

Board of Trade Members.

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Piper Grain & Mfg. Co., recvrs. & shippers.\*  
Wilder-Murrell Grain Co., track buyers grain and seeds.\*

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Board of Trade Members.

Bailey & Co., E. W., grain commission merchants.\*  
Bennett & Co., Jas. E., grain, provisions, stocks.\*  
Bartlett-Frazier Co., grain merchants.\*  
Erenman & Co., John E., grain commission merchants.\*  
Carhart Code Harwood Co., grain commission.  
Chicago Grain & Salvage Co., salvage grain.  
Clement, Curtis & Co., members all exchanges.\*  
Cross, Roy, & Harris, grain commission.\*  
Doern-Scarritt-Hannah Co., commission merchants.\*  
Dole & Co., J. H., grain and seeds.\*  
Edwards & Co., J. A., commission merchants.\*  
Feehery & Co., E. J., consignments, grain to arrive.\*  
Harris, Winthrop & Co., grain commission.\*  
Hoit & Co., Lowell, commission, grain and seeds.\*  
Hubbard, Warren & Chandler, stocks, bonds, grain, etc.\*  
Lamson Bros. & Co., consignments solicited.\*  
Legan & Bryan, grain, stocks, provisions.\*  
McKenna & Strasser, commission merchants.\*  
Norris Grain Co., grain merchants.\*  
Rosenbaum Grain Corp., grain merchants.\*  
Rumsey & Co., grain commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Stratton Grain Co., grain merchants.\*

### CHICKASHA, OKLA.

Goldsmith Grain Co., grain merchants.\*

### CINCINNATI, O.

Board of Trade Members.

Brown & Co., H. W., grain, hay, feeds.\*  
Cincinnati Grain & Hay Co., recvrs. and shprs.\*  
Cleveland Grain Co., grain merchants.  
Curran Grain Co., commission.  
De Molet Grain Co., receivers-shippers.  
Early & Daniel Co., recvrs.-shprs., feed mfrs.\*  
Ferguson Bros., Inc., grain, hay, feeds.\*  
Fitzgerald Bros. Co., recvrs.-shprs. hay-grain.\*  
Granger & Co., Dan B., hay, grain recvrs.-shprs.\*  
Mutual Commission Co., hay and grain.  
Rumsey & Company, commission merchants.  
Scholl Grain Co., receivers and shippers.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. L., shpr. grain, millfeed, oil and c. s. meal.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Shepherd, Clark & Co., grain, feed, buckwheat.\*

\*Members Grain Dealers National Association.

### DALLAS, TEXAS.

Crouch Grain Co., J. C., buyers wheat, corn, oats.\*  
Doggett Grain Co., wholesale grain.\*  
Finley, W. H., wholesale grain broker.

### DANA, IND.

White, E. O., buyer of all grades salvage grain.

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*  
Decatur Grain & Elevator Co., grain dealers.\*  
Evans Elevator Co., grain merchants.\*  
Hight Elevator Co., grain merchants.\*

### DELPHOS, OHIO.

Garman Grain Co., The, transit, kiln dried corn.\*

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Farmers Union M. & E. Co., millers, grain mchts.\*  
Houlton-Connell Grain Co., wholesale grain.\*  
Kellogg Grain Co., receivers and shippers.\*  
Rocky Mountain Grain Co., export and domestic grain.\*

### DES MOINES, IA.

Board of Trade Members.

Des Moines Elevator & Grain Co., corn and oats.\*  
Lockwood Grain, Inc., grain merchants.\*

### DETROIT, MICH.

Board of Trade Members.

Caughey Co., Frank T., grain merchants, feed mfrs.\*

### DODGE CITY, KANSAS.

Board of Trade Members.

Christopher & Co., B. C., consignments & futures.  
Isely Lbr. Co., The C. C., cane seed, wheat, kafir.\*

### DULUTH, MINN.

Barnes-Ames Co., grain merchants.\*

### ENID, OKLAHOMA.

Grain Exchange Members.

Enid Terminal Elevator Co., public storage.

### FAIRBURY, NEBR.

Callaway, C. B., wholesale grain.\*

### FORT DODGE, IOWA.

Christensen, Geo., grain broker exclusively.

### FORT MORGAN, COLO.

Lieber Grain Co., export & mfg. wheat, coarse grain.\*

### FORT WAYNE, IND.

Egley, C. G., hay, grain, feed salt.

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Bailey, Frank, corn, maize, oats, mill feeds.\*  
Bennett & Co., Jas. E., grain, stocks, provisions.  
Glaborne, H. L., mgr. J. S. Bache & Co., futures.  
Collins Grain Co., hay, grain, alfalfa meal.  
Dorsey Grain Co., strictly brokers, consignments.  
Exchange Commission Co., consignments, commission.\*  
Ft. Worth Elevator & Whsg. Co., public storage.  
Gladney Grain Co., consignments.  
Kimball Milling Co., grain merchants, pub. storage.  
Ralston Purina Co. of Texas, feed.  
Rogers Co., E. M., strictly bkg. and consignments.\*  
Simons Grain Co., J. A., Texas oats, sorg. specialists.\*  
Smith-Ingraham Grain Co., domestic, expt. consignments.  
Texas Grain & Seed Co., mfg. kafir, red oats.\*  
Tillery Grain & Com. Co., export, bkg. consignments.\*  
Transit Grain & Com. Co., consignments, brokerage.\*  
Universal Mills "Superior Feeds."

### GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.\*  
Jockusch, Julius W., grain exporter.\*  
Shaw, Thomas F., export grain.\*

### GRAND ISLAND, NEBR.

Hoagland, R. B., wholesale grain.\*

### HOUSTON, TEXAS.

Merchant Exchange Members.

American Mail Flour Mills, mfg. gr., exporters.  
Bache & Co., J. S., stocks, bonds, all commodities.  
Green Grain Co., D. J., c/s meal.\*  
Rothschild Co., S., grain, c/s products, rice b/p.\*  
South Texas Grain Co., grain & feed.\*

### INDIANAPOLIS, IND.

Board of Trade Members.

Bingham Grain Co., The, receivers and shippers.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain Co., grain commission.\*  
Hart Bros. Grain Co., grain commission.\*  
Kinney Grain Co., H. E., receivers and shippers.\*  
Maibucher Grain Co., C. Wm., grain merchant.\*  
Montgomery Grain Co., F. M., receivers and shippers.\*  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.\*

### KANSAS CITY, MO.

Board of Trade Members.

Davis Grain Co., A. C., grain commission.  
Davis-Hunt Grain Co., consignments, futures.  
Davis-Noland-Merrill Grain Co., grain mchts.\*  
Denton Grain Co., Oliver, consignments.\*  
Ernst Davis Commission Co., consignments.\*  
Lichtig & Co., H., kafir, mfg. screenings.  
Logan Bros.-Hart Grain Co., receivers and shippers.\*  
Mid-Continent Grain Co., grain merchants.  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., wheat, oats, barley, corn.\*  
Rocky Mountain Grain & Com. Co., consignments.\*  
Scoular-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.\*  
Uhlmann Grain Co., grain merchants.\*  
Uplake Grain Corp., consignments.\*  
Vanderslice-Lynde Co., consignments-futures.\*  
Wolcott & Lincoln, consignments, futures.\*  
Wilser Grain Co., consignments.\*  
Wyandotte Elevator Co., grain merchants.\*

### LANSING, MICH.

Chatterton & Son, Michigan grain, hay, beans.\*  
Ryon Grain Co., grain, beans, produce.\*

### LINCOLN, NEB.

Paul, J. M., Grain broker.\*

### LITTLE ROCK, ARK.

Grain Exchange Members.

Eggleston Co., brokers-handlers grain and hay.  
Farmer Co., E. L., brokers, grain and mill feed.\*  
Porbeck Bkg. Co., Geo. E., grain feed ingredients.  
Satterwhite Bkg. Co., grain, feedstuffs, grain products.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recvrs., shippers of grain.  
Kentucky Public Elevator Co., storers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

### MARYSVILLE, OHIO.

Scott & Sons Co., O. M., soy beans.

### MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain merchants.\*  
Buxton, E. E., broker and commission merchant.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Froedtert Grain & Malting Co., recvrs. and shippers.\*  
Kamm Co., P. C., grain shippers.\*  
Rankin & Co., M. G., all feeds for mixing.

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Archer-Daniels-Midland Co., grain dept.\*  
Cereal Grading Co., grain merchants.\*  
Davies Co., F. M., grain commission.\*  
Fraser-Smith Co., grain merchants.\*  
Hallet & Carey Co., grain merchants.\*  
Hiawatha Grain Co., screenings.\*  
McCull-Dismore Co., grain merchants.\*  
McGuire Company, Arthur, shprs. b'wheat, m'wheat.  
Scroggins Grain Co., grain merchants.\*  
Sheffield Elevator Co., shippers of grain.\*  
Sterling Grain Co., choice oats.\*  
Stuhr-Seidl, shippers grain and feed.\*

(Continued on next page.)

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## NEW YORK CITY.

Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.\*

## OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.\*  
Bennett & Co., Jas. E., grain, stocks, provisions.  
Cowan Grain Co., grain, mill feed, seeds, hay.\*  
Hardeman-King Co., millers, grain dealers.\*  
Mid-State Grain Co., The, grain & feed mchts.  
Winters Grain Co., grain merchants.

## OMAHA, NEBR.

Grain Exchange Members.

Butler-Welsh Grain Co., milling wheat and corn.\*  
Crowell Elevator Co., receivers, shippers.\*  
Lucke-Gibbs Grain Co., consignments.\*  
Scouler-Bishop Grain Co., wheat, corn, oats.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
Urdike Grain Co., milling wheat.\*

## PEORIA, ILL.

Board of Trade Members.

Bowen Grain Co., H. D., grain commission.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.  
Luke Grain Co., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*  
Rumsey, Moore & Co., consignments.\*

\*Members Grain Dealers National Association.

## PHILADELPHIA, PA.

Commercial Exchange Members.

Markley, P. R., grain broker.\*  
Richardson, Geo. M., grain and feeds.\*  
Stites, A. Judson, grain and millfeed.\*  
Tidewater Grain Co., recvrs, shprs, exporters.\*

## PITTSBURGH, PA.

Members Grain and Hay Exchange.

Harper Grain Co., corn a specialty.\*  
McCague, Ltd., R. S., grain, hay.\*  
Rogers & Co., Geo. E., receivers-shippers.\*  
Stewart & Co., Jesse C., grain and mill feed.\*  
Walton Co., Sam'l, receivers and shippers.\*

## POCATELLO, IDAHO

Northern Grain Whse. & Mktg. Co., grain merchants.

## PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

## ST. JOSEPH, MO.

Grain Exchange Members.

Gordon Grain Co., grain commission.\*

## SALINA, KAN.

Branson Co., Ted, wheat, corn, oats, kafir, hay.\*

## SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.\*

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Boyd-Conlee Co., specialize in soft wheats.\*

## ST. LOUIS, MO.

Merchants Exchange Members.

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Langenberg Bros. Grain Co., grain commission.\*  
Martin Grain Co., grain commission.\*  
Geo. C. Martin Co., grain commission.\*

## ST. LOUIS, MO. (Continued).

Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Schwarz Grain Co., receivers and shippers.\*

## SIDNEY, OHIO.

Chambers, V. E., wholesale grain.  
Custenbender & Co., E. T., buyers-sellers grain.\*  
Wells Co., The J. E., wholesale grain.\*

## SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.\*

## TOLEDO, O.

Produce Exchange Members.

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Southworth & Co., grain and seeds.\*  
Wickenheiser & Co., John, grain receivers, shippers.\*

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Van Wert Grain Co., mixing, mlg. in transit.

## WICHITA, KANS.

Board of Trade Members.

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Simonds-Shields-Lonsdale Grain Co., gen'l gr. mchts.  
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Grain Merchants

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F. C. Austin Bldg.  
CHICAGO*We want your business not later  
—but today*Especially Consignments  
GRAINS ALL WAYS**McKENNA & STRASSER**

877 Rand-McNally Bldg., Chicago

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Members of all principal Exchanges.  
Private wire service to all leading cities  
in this country.*Established Over Forty Years***Hulburd, Warren & Chandler**

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Get in touch with us.

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Receivers shipper of all kinds of grain.

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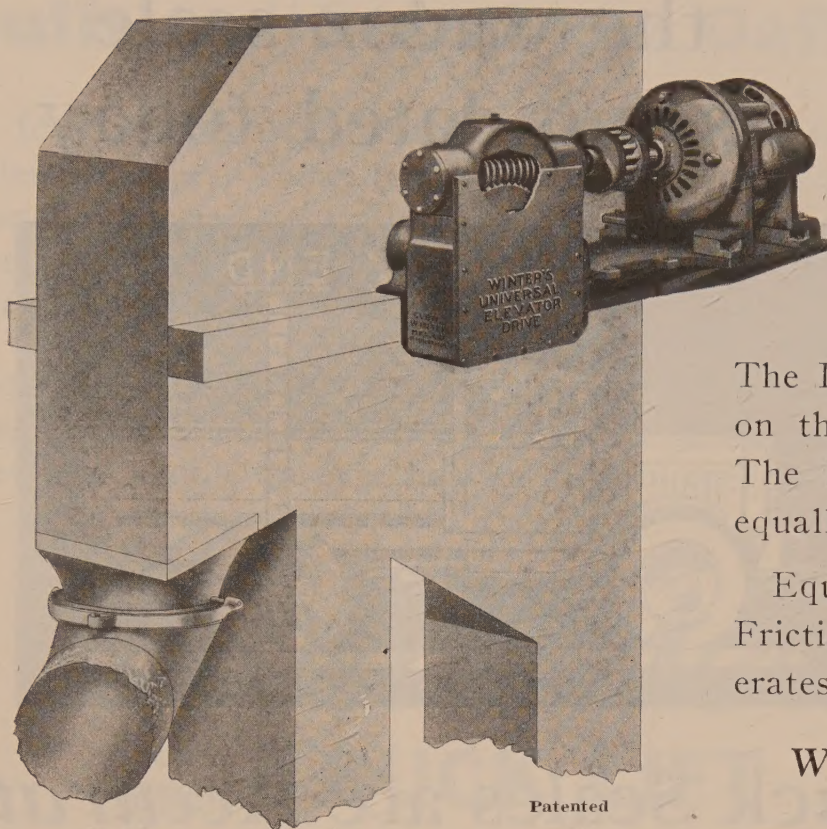
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The Drive that operates Direct on the head shaft of the leg. The Drive with years of unequalled service.

Equipped with Timken Anti-Friction Roller Bearings. Operates in oil.

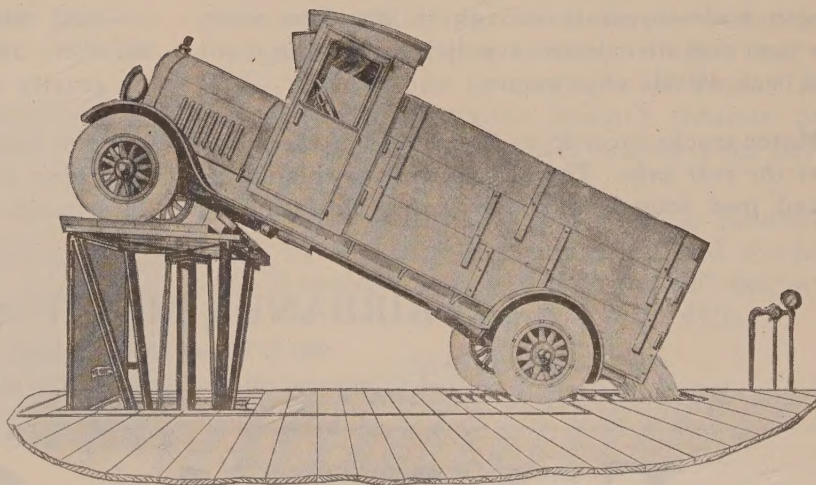
Write for Catalog No. 29

## Winter's Truck and Wagon Dump ALL STEEL CONSTRUCTION

Winter's Dump embodies quality which meets the requirements of grain elevator operators, where service, low cost of installation, and construction are the essential points.

Equipped with Roller Bearing cast iron ring piston. Lifts on all four corners.

Write for full particulars.

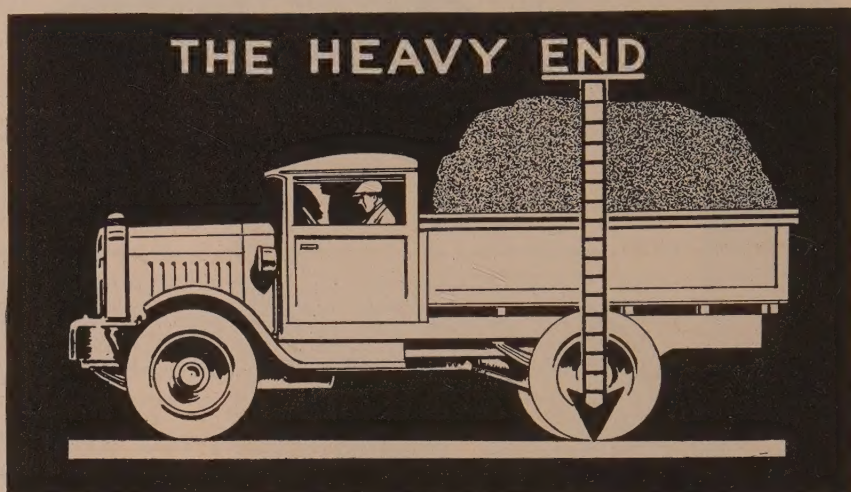
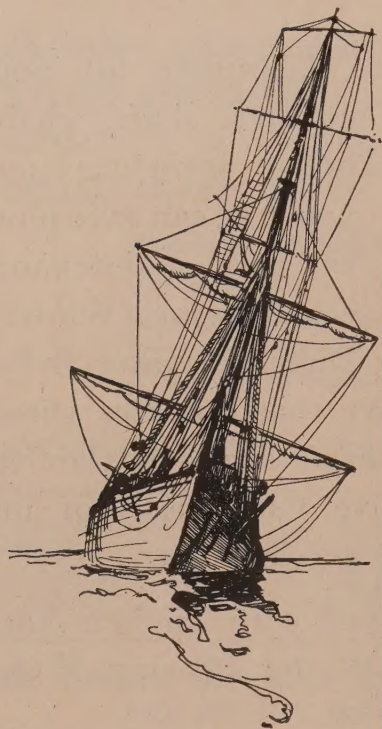


**CLOW-WINTER MFG. CO.**  
MINNEAPOLIS, MINN.



# Like a water-logged ship

the wagon scale  
is out-dated today



## Type "S" Truck Scales are *Accurate*

A fine old ship in its day! But years of stormy seas have rotted its hull—retired the hulk to the hands of the ship breaker. Today a new, steel-built steamer rides the seas.

Modern carrying vehicles have outgrown the old wagon scale—accurate enough in the days when the load was distributed evenly between the front and back wheels of a wagon.

Motor trucks carry 65 to 90 per cent of their load over the rear axle. The heavy stress of this unbalanced load soon breaks down the old-fashioned

mechanism of a wagon scale—makes it undependable. Only such scales as a Fairbanks Type "S" Truck Scale will weigh this uneven load *accurately*. No matter where the load is concentrated, the Fairbanks Type "S" records the *correct* weight.

—and will give it throughout years of severe service. The platform returns to normal position by gravity and so assures *permanent* adjustment.

Your business needs the protection of *accurate weighing equipment*. Write us for more detailed information on Type "S" Scales.

**FAIRBANKS, MORSE & CO.**

900 S. Wabash Ave., Chicago

And 40 principal cities—a service station at each house

# Fairbanks Scales

Preferred the



World Over



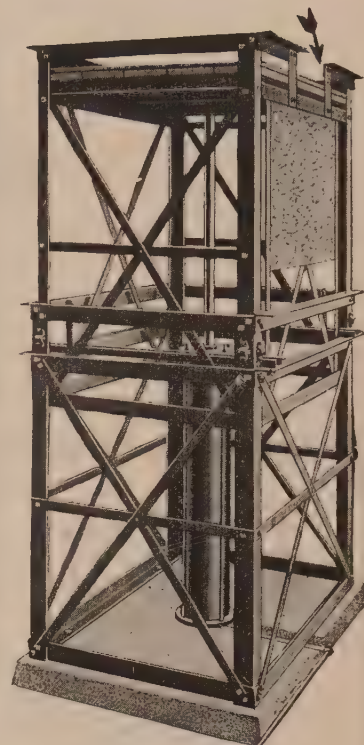
# The bigger, heavier trucks of today require stronger lifts - - - Kewanee is built to "Stand the Gaff"

A few years ago trucks moved along at 15 miles per hour. Today bigger, heavier loads tear along over the concrete at 30 miles. *More Weight—more speed—and the truck dumping equipment must "stand the gaff."*

Just as the Kewanee Lifts of 10 years ago easily handle the heavy loads of today—so will today's Kewanee handle the even heavier loads of the future.

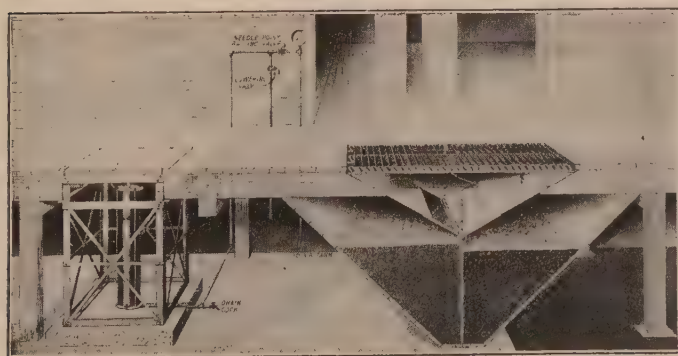
## Kewanee

All Steel TRUCK LIFT



We don't know of even one Kewanee that has failed to "stand the gaff." But we do know that many Kewanees are replacing other makes that can't meet the sterner requirements of today.

The Kewanee is all steel (except the platform). The frames of heavy steel angles, riveted together like a steel bridge. And the



### Make Yours a Complete Kewanee Job!

Illustration shows the Kewanee Truck Lift, Steel Grain Grates and Hopper.

With this installation *one lift* dumps grain into either side of a divided pit, without any mixing of grain, and with less dirt than with the old log or platform dump. The steel grain grates eliminate the back-breaking labor of opening and closing heavy doors, and the constant expense of repairing them.

lifting frame (the only movable part) slides up and down smoothly and easily on real roller bearings. *Dumping a load a minute is no trick at all for a Kewanee.*

Strength and dependability are "built in" at the factory—not dependent on skillful, careful installation. As a matter of fact any handy man, with a common helper can install a Kewanee in a couple of days. And installing a Kewanee doesn't weaken anything—instead it actually makes your driveway stronger than ever.

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USE COUPON FOR  
COMPLETE INFORMATION

*Kewanee Implement Company*

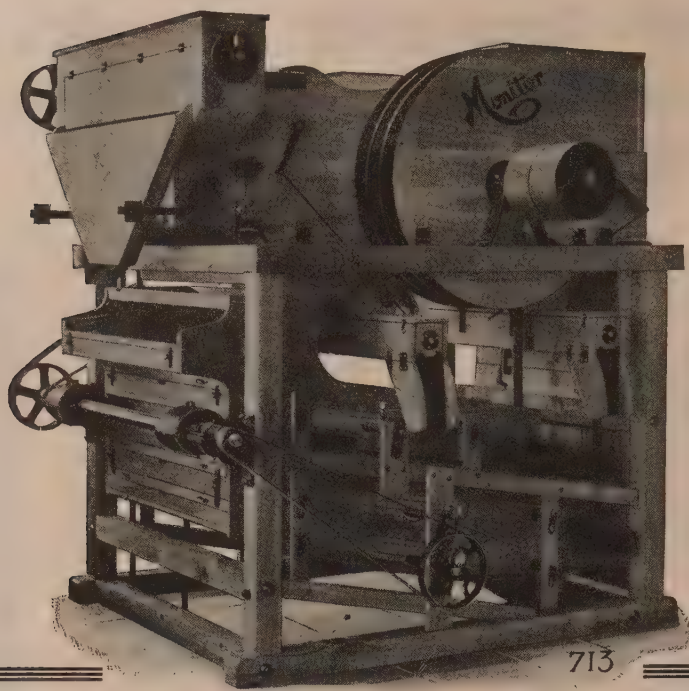
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Gentlemen: Without any obligation I would like Blue Prints and Prices on a Kewanee Truck Lift, Steel Grain Grates and Grain Hopper for my elevator.

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Address .....





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when your equipment must be ready to clean and grade beans.

Now is the time to consider what you need. Decide it now and get the necessary machines ordered so that they may be installed and ready for business when the crop moves.

What do you know about the MONITOR Bean Polisher, Separator and Grader? Those who use it know that it does remarkably fine work and that beans passing thru it require less picking and are in better shape than when cleaned over any other system.

Write us for more details. We can interest you.

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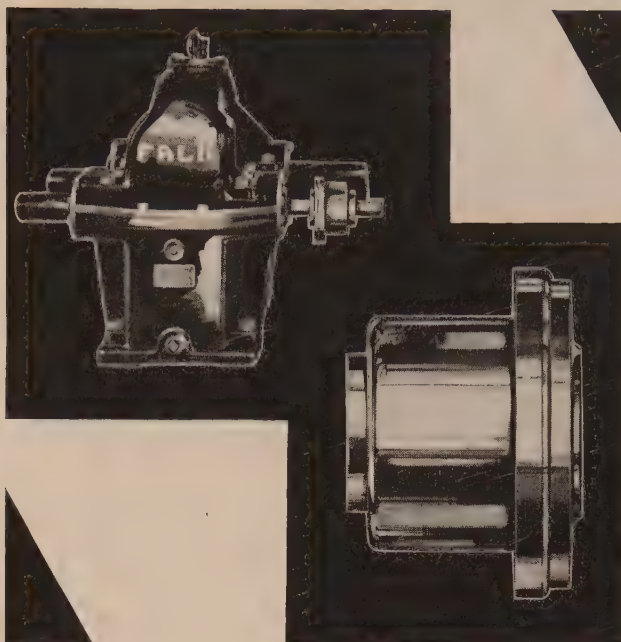
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*Stocked up for service*

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Flexible Couplings are stocked in very large quantities and can be shipped immediately.

Test this service . . . Any of the Falk Sales Offices listed below can give you further details.

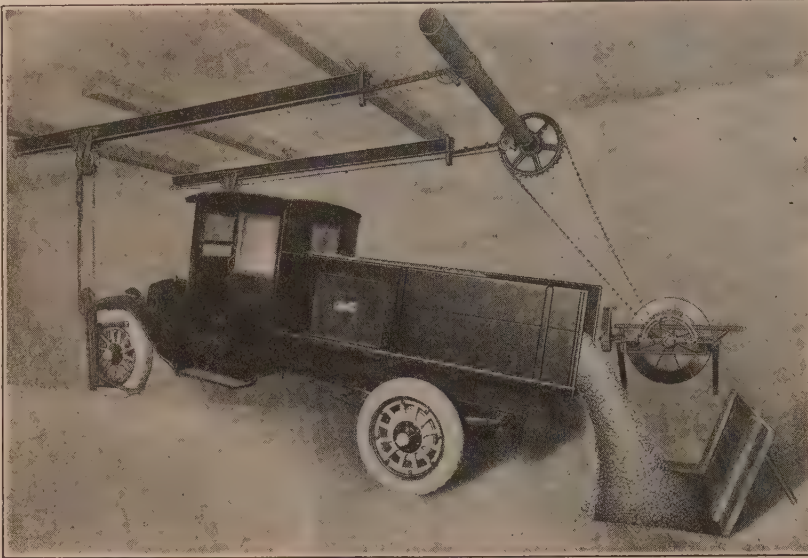
*Distributing Centers:*

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## McMillin Wagon and Truck Dump



The Superiorities of the McMillin dump are so readily apparent to the man who is in need of equipment of this kind that a short investigation will sell the most skeptical.

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Its being always ready for operation either by hand or power, and dumping from the shortest wagon to the longest truck in one single dump door, as well as dumping in additional dump doors should conditions demand;—its small amount of power required;—low cost of installation;—strength and durability; as well as perfect control in both raising and lowering vehicles,—are a few of the many superior points of advantage and are features which enable us to offer the best and most simple and most economical dump at a reasonable price, both in first cost, installation cost and cost of operation.

Circular fully describing detailed construction of this dump as well as the operation and giving plans for installation from which you can determine how this dump would fit in your driveway, will be mailed upon request.

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Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
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## The NEW NICOLLET HOTEL

Opposite Tourist Bureau on  
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The Northwest's Finest Hotel.  
600 rooms with bath or  
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Every room an outside room.  
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Contractors and Builders of  
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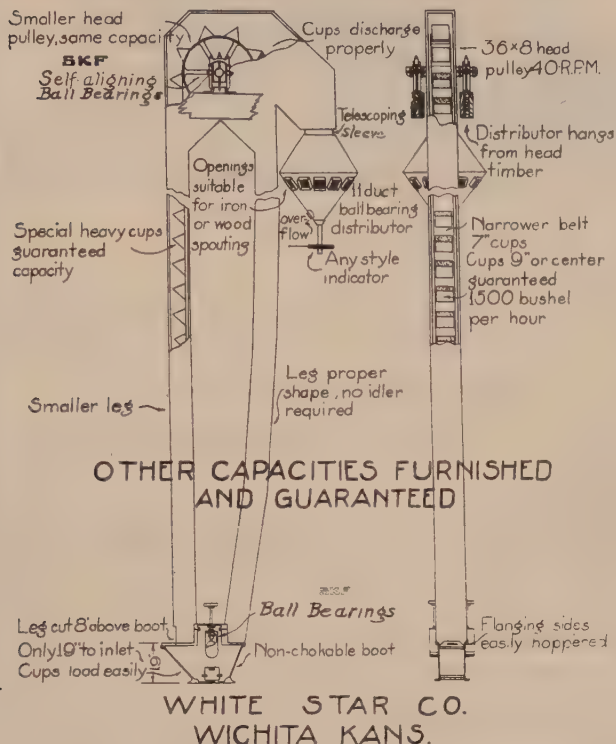
## Your Message

Let the Grain Dealers Journal your message bear  
To progressive grain dealers everywhere.



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Grain Elevators, Transfer Houses,  
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They will STILL be Youngloves"**

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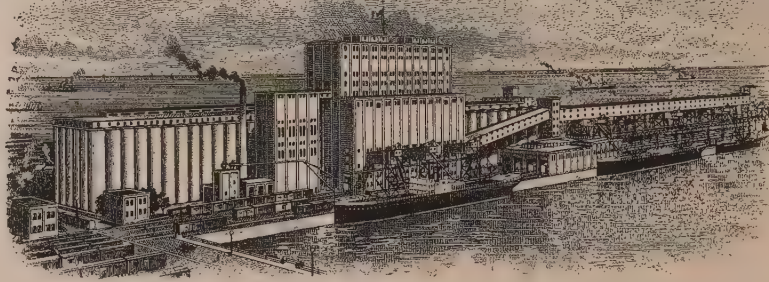
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Capacity  
5,000,000  
Bushels



Equipped with  
Four Stewart  
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*Largest single Elevator Contract ever awarded, recently  
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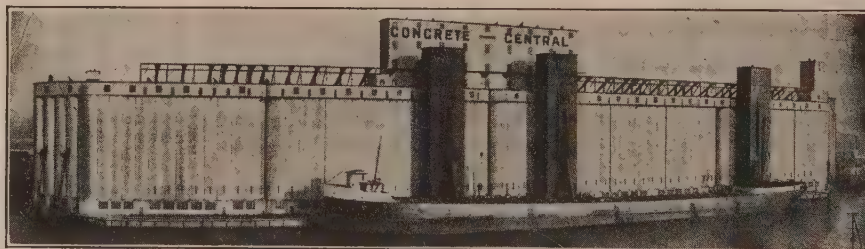
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3,000,000 Bushel Concrete Grain Elevator  
Designed and Built for  
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Operated by  
The Eastern Grain,  
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Corporation



Concrete-Central  
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Capacity  
4,500,000 Bushels

Designed and Built by

## Monarch Engineering Company

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## Santa Fe Elevator "A"

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Capacity, 1,100,000 bushels

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N. M. Paterson Co., Ltd.    2,500,000 Bu. Elevator    Fort William, Ont.

**DESIGNED** for the years  
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to maintain.



Patented

Folwell-Sinks Form Lifting

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have been standard  
equipment in better  
grain elevators for  
over forty years.

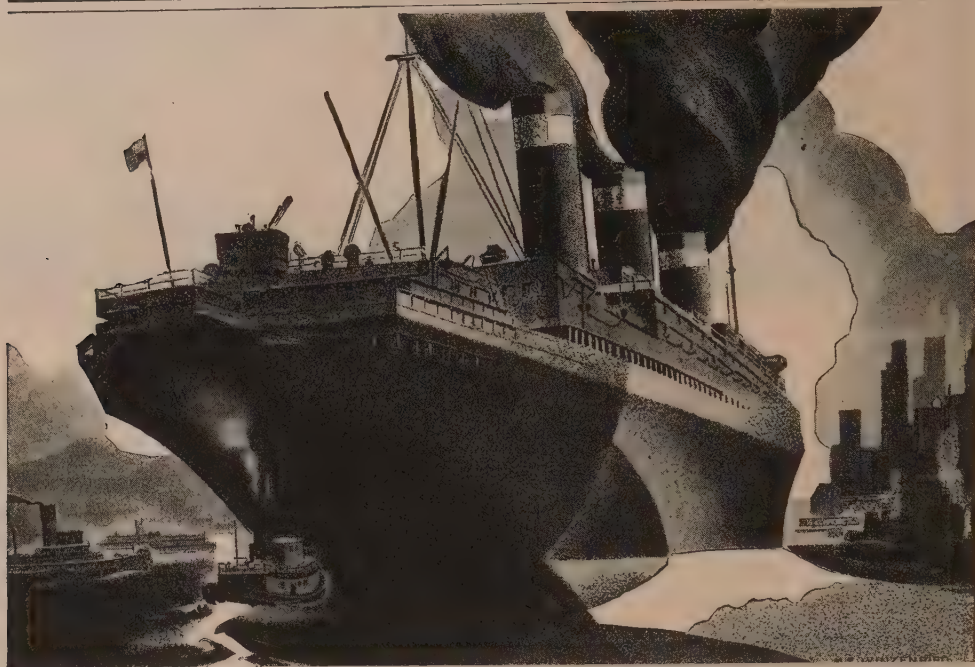
*There's a Reason*

**The Day Company**

*Dust Collecting Engineers*

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### Grain Elevators



Send to Department  
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which visualize, for  
you, the scope of our  
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**P**LOUGHING the seven seas . . . through the tempestuous north Atlantic or over the glassy surface of the southern Pacific . . . grimy freighters or greyhounds of the ocean . . . ships of all nature . . . carry grain . . . in many instances loaded from the elevators built by The M. A. Long Company, the builders of the most recent and modern terminal grain elevators on the entire Atlantic Coast.

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Seldom is a grain elevator contract awarded without inviting The M. A. Long Company to bid on construction.

The **M. A. LONG** Co.

*Engineers and Constructors*

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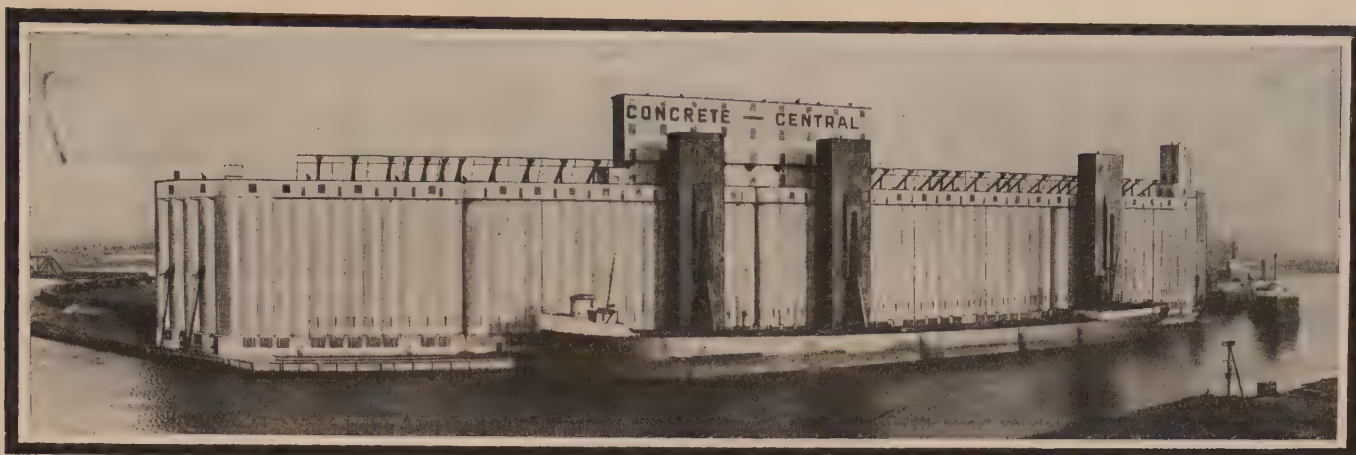
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CHICAGO

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*Concrete Central Elevator, Buffalo, N. Y.*

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IT has been our pleasure to furnish equipment for many of the largest grain elevators in the world. We appreciate the opportunity that has been given us to play a role in furnishing equipment such as belt conveyors, marine legs, car pullers, spouting, elevators, power transmission machinery, etc., in these modern structures, and take pride in the confidence that has permitted this association.

Webster equipment for grain elevators is ruggedly built to withstand hard usage. It is designed and made in our own factories by skilled workmen and of the best materials.

Engineers and Builders of grain elevators will therefore find it worth while to work with Webster Engineers on their grain handling problems. They will help in selecting suitable equipment to meet your particular requirements. This service is at your disposal.

### THE WEBSTER MFG. COMPANY

1856 North Kostner Ave.

CHICAGO

WEBSTER INGLIS, LIMITED Toronto Ont.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE

**INDIANA**—40,000 bus. capacity elevator for sale; iron clad; good condition. W. G. Sweet, Royal Centre, Ind.

**SOUTHERN KANSAS**—Elevator 7,000 bus. capacity; Howe truck scale. Located on Mo. Pac. Ry. near Wichita. Handle both wheat and corn. Box 145, Norwich, Kans.

**FRANKLIN GROVE, ILL.**—One of the best equipped elevators in Northern Ill., on C. & N. W. R. R. For information write or call G. W. Burch, Dixon, Ill., Ford Agency.

**EASTERN KANSAS**—Elevator and feed mill doing a nice business in good territory; a heavy wheat crop in sight to handle. Write 62D6, Grain Dealers Journal, Chicago, Ill.

Some **SERVICE** to your ads. I sold my elevator to the first man that answered the ad. But I received a nice number of inquiries, too. Kansas Dealer.

## FOR SALE—CHEAP

**CHICAGO TERMINAL ELEVATORS. CAPACITY, 125,000 BUS. WRITE 62C7, GRAIN DEALERS JOURNAL, CHICAGO.**

**SOUTHERN MICHIGAN**—Elevator and Coal Business in thriving town of about 2000 on good railroad. Feed mill and 25-bbl. Midget Marvel Flour Mill in connection. Excellent property. Large territory. Cheap for quick sale. Address 62G13, Grain Dealers Journal, Chicago, Ill.

**MISSOURI**—15,000 bushel elevator for sale; frame; iron-clad; cribbed; built in 1923; also brick warehouse 30x80. Good condition. Fine location on paved street, state highway and switch track. Will sell separate or together. Terms, if desired. Hughes Bank, Richmond, Mo.

**WISCONSIN**—Grain Elevator, Potato House, Hay House, Coal Bldgs. for sale; commanding a fine location on the C. & N. W. Ry. on direct route to Chicago. Surrounded by excellent farming community. Address 61S3, Grain Dealers Journal, Chicago, Ill.

**CENTRAL ILLINOIS**—Modern 40,000 bu. capacity elevator and 25,000 bu. capacity crib and small grain combined. Also tenant house, office, scales, etc. On leased ground. Priced to sell. Possession at once. Write 59Z6, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—Modern 40,000 bu. elevator, 8,000 bu. crib; new 8-room house, furnace, gas lights, office scale, etc.; barn, hen house, coal shed; only elevator in town. On leased ground and priced to sell. Write 62E15, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA**—15,000 bu. elevator at Foley, David City p. o.; equipped with hopper scales, new truck scales, 10 hp. gas engine; also coal sheds 20x80; good 5-room house, garage, large hen house and barn; located in good grain center and handled \$150,000 worth of grain last year. Address 62D9, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—12,000 bu. elevator with two dumps and two legs, electric power, sheller, corn cleaner and clover seed cleaner, one grinder and elevator leg; coal bins of 300 tons cap.; warehouse 40x60; 10 ton Fairbanks auto scales, one ton truck, tile yard. In town with good school, four churches and water system. Write Albert C. Lockridge, Roachdale, Ind.

## ELEVATORS FOR SALE.

**KANSAS** elevator for sale—At one-third original cost. For information write Cambridge State Bank, Cambridge, Kan.

**YOU MAY BE MISSING SOMETHING.**  
**AN ILLINOIS** elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

**ULLIN, ILL.**—Small country elevator, warehouse, wagon scale and corn crib or coal bin; on hard road No. 2. Price reasonable. Sutherland Flour Mills Co., Cairo, Ill.

**SOUTHEASTERN IOWA**—10,000-bu. elevator and two-story warehouse, 40x100 ft.; well equipped with machinery; good paying grain, feed, flour and field seed business. Write 62C11, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN COLORADO**—Elevator, feed mill and feed business for sale to settle an estate; doing good business; in fine farming community. For further information write 62F11, Grain Dealers Journal, Chicago, Ill.

## TWO GOOD ELEVATORS FOR SALE.

**BERN, KANSAS**—25,000 bu. elevator equipped with two legs, hopper scales, two dumps, 15-h.p. motor, cleaner, dust collector, etc.; coal house, warehouse and corn crib; new truck scales just installed; all in good condition.

**DUBOIS, NEBRASKA**—8,000 bu. elevator equipped with one leg, one dump, 10-h.p. motor, corn sheller, cleaner, hopper scales, etc.; coal house, warehouse, corn crib and truck scale; all in good condition.

Have been operated by same family for 30 years and both have excellent business. Other interests necessitates their sale. Write W. H. HILT, OWNER, BERN, KANSAS.

**BARGAIN IF TAKEN AT ONCE**—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business, **USE** these columns to your best advantage just as others are doing. **WE WILL** assist you in the composition of copy free. We are in business to be of service to **YOU**. There is no wrong time to put an ad in the columns of the Journal. **TRY IT.**

## ILLINOIS ELEVATORS FOR SALE

**Chase**—Comparatively new modern elevator, double lumber shed, new coal bins, cement and seed shed, corncrib, oil houses, central store containing office, also residence, costing \$4,000 appraisal of this yard shows value of \$12,309, we offer complete for \$8,500.

**Colvin Park**—Elevator, grist mill complete with 75 H. P. Engine and Monarch mill, corncrib, lumber shed, store containing grocery, hardware and staple items, coal shed, salt shed and cement house, sand and gravel bins, appraisal \$20,000 offer now \$8,000 complete.

**Charter Grove**—New elevator, two sets of coal sheds, fence shed, new lumber shed, seed and cement house, corncrib, store, manager's home; appraisal \$12,044.36 offer now \$7,500 complete.

**Holcomb**—Elevator, 14 bins, seed house, feed house, coal sheds, two warehouses, barn, lumber shed, corncrib, sand and gravel bins, appraisal \$15,950.70 offer now \$6,700.

**Myrtle**—Good sized elevator also residence, coal sheds, cement house, double-deck lumber shed, lean-to feed room. Appraisal \$11,833, offer \$7,500.

**McGirr**—Two small elevators new coal sheds, cement shed, feed shed, sand and gravel bins, double-deck lumber shed, warehouse containing office and new pair of scales, modern manager's residence, also small one for helper, offer \$13,500 complete.

Holcomb-Dutton Lumber Co., Sycamore, Ill.

## ELEVATOR FOR SALE

**KANSAS**—14,000 bus. grain elevator for sale; built in 1927; electric power; cleaners; feed rolls; hopper scales, etc. Concrete warehouse and office, ample switches and ground. Doing a good grain and coal business. Present prospects for growing crop never better. L. D. Flanagan, Dodge City, Kans.

**KANSAS** Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

## ELEVATOR FOR SALE OR TRADE.

**FOR SALE OR TRADE**—Two good Iowa elevators shipping 300 cars annually; exceptional opportunity. Address 62E11, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED

**WANT TO EXCHANGE** improved 320 acres 4 miles from Alton, Kansas, for grain elevator in North Central Kans. Box 13, Mahaska, Kans.

**WANT ELEVATORS** tributary to Wichita; give complete description. Address P. O. Box 1090, Wichita, Kansas.

**WANTED**—From one to three good elevators in south central Illinois. Must show volume, no junk. Address 62G11, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**ALWAYS HAVE ELEVATORS** for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

## MILLS AND ELEVATORS FOR SALE.

### FOR SALE AT A BARGAIN

Concrete and steel elevator, 75,000 bushels; meal, corn chop, poultry feed and dairy feed mill in connection; on deeded land; oil engine in mill, electric power in elevator. Well located in Eastern Kansas, doing fine business and for sale on account of age and health of owner. Terms if desired. Address 62F23, Grain Dealers Journal, Chicago, Ill.

## SAMPLE ENVELOPES

**SAMPLE ENVELOPES—SPEAR SAFETY**—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.



STATE OF SOUTH DAKOTA, COUNTY OF SPINK. In the Matter of the Dissolution and Receivership of SIBERZ BROTHERS AND CRAIG, A Corporation.

IN CIRCUIT COURT, NINTH JUDICIAL CIRCUIT. NOTICE OF SALE OF ELEVATORS, COAL SHEDS, LUMBER YARDS, STOCKS OF FUEL, GRAIN AND BUILDING MATERIALS.

NOTICE IS HEREBY GIVEN, that pursuant to an Order made by the Court in the above entitled matter bearing date March 6, 1929, the undersigned Receiver of the properties of Siberz Brothers and Craig, a corporation, will sell the properties hereinafter described, and in the manner and subject to the terms and conditions hereinafter set forth, to-wit:

One grain elevator, together with coal sheds, located upon the right of way of the Chicago, Northwestern Railway Company, at the Village of Crandon, South Dakota.

One grain elevator, together with coal sheds, stocks of coal and grain, furniture and fixtures upon the right of way of the Chicago, Milwaukee and St. Paul Railway Company, at Tulare, So. Dak.

One grain elevator, together with coal sheds, located upon the right of way, upon the Chicago, Milwaukee and St. Paul Railway Company, together with stock of coal and grain and furniture and fixtures therewith, at Spottswood, So. Dak.

One grain elevator, together with coal sheds, stock of fuel, grain, fixtures and furniture, located upon the right of way of the Chicago, Milwaukee, St. Paul Railway Company, at Bonilla, So. Dak.

Lots 5-6-7-8-17-18-19-20 of Block 5, of the Village of Tulare, South Dakota, consisting of the lumber yards and sheds located at Tulare, together with the complete stock of merchandise and building material, and general office equipment, except the books and records of the Corporation.

One lumber yard and sheds and stock of building material and office equipment used in connection therewith, located at Spottswood, South Dakota, upon the right of way of the Railway Company, together with the leases with Railway Company.

One dwelling house located at Spottswood, South Dakota, and used by the manager of the elevator and lumber yard and located upon the right of way of the Railway Company, together with the lease with the Railway Company.

One lumber yard and sheds and all building material and office equipment used in connection therewith, located upon Lots 14-15-16-17, Block 3, Bonilla, South Dakota.

Lots Nine (9) and ten (10) of Block six (6) of the Village of Bonilla, in Beadle County, South Dakota, including the dwelling house located thereon.

All books and records and correspondence belonging to the corporation or Receiver in any of said pieces of business are hereby reserved.

All of the materials, such as fuel, building materials, will be sold at the market price of such product at station where located, except to the lumber there will be added Seventy-Five Cents (75c) per thousand for drayage, and all of such material will be subject to inventories to be made at time of transfer.

Said properties will be offered in the following manner, to-wit:

1. All of said properties in one lot.
2. All of the four elevators, coal sheds and stocks therein in one lot.
3. All of the lumber yards, together with the stocks of building material and office equipment, and the residence at Spottswood and the residence at Bonilla, in one lot. But bids will be received also omitting the residence at Bonilla if desired.
4. The elevator, coal sheds, lumber yard and all stock and office equipment located at Tulare.
5. The elevator, lumber yard, coal sheds, and all material and stocks and office equipment, and dwelling house, located at Spottswood.
6. The lumber yard, elevator and coal sheds, and stock and equipment at Bonilla, with or without the residence.
7. The elevator and coal sheds at Crandon.
8. The elevator, coal sheds, equipment and stock of fuel and grain at Tulare.
9. The elevator, coal sheds, grain, fuel and equipment at Spottswood, with or without the dwelling house.
10. The elevator, coal sheds, grain, fuel and equipment at Bonilla, with or without the residence.
11. The lumber yard, equipment and stock of material at Tulare.
12. The lumber yard, stock and equipment at Spottswood, with or without the residence.
13. The lumber yard, stock and equipment at Bonilla, with or without the residence.

NOTICE IS FURTHER GIVEN, that bids in writing will be received by the Receiver, at his office at Redfield, South Dakota, on or before the 15th of May, 1929, at 10 o'clock in the forenoon of said day. That said bids should be sealed and properly indicate upon the outside of the envelope that it contains a bid or offer for the purchase of some of these properties. That said bids thus received, will be opened by the Receiver at his offices in Redfield, South Dakota, on the 16th day of May, 1929, at 10 o'clock in the forenoon of said day. That a certified check for 5% of the amount bid should accompany each bid, such certified checks to be payable to the Receiver, and in case the bidder is unsuccessful the checks to be returned.

That the Receiver will forthwith report all bids to the Court for consideration, but reserve the right to recommend the rejection of any and all bids made, and that any sale made by the Receiver or recommended by the Receiver pursuant to such bids will be made only subject to confirmation by the Circuit Court above named, under whose authority the receiver is acting.

Dated this 21st day of March, 1929.

SIBERZ BROTHERS AND CRAIG, A CORPORATION.

By W. F. BRUELL,

Its Receiver, Redfield, South Dakota.

## BUSINESS OPPORTUNITIES

**FEED, Coal and Milling Business for sale;** electrically operated; right price; no trade. Write Bert Rowe, Kent, Ill.

**NORTH EAST KANSAS—Grain, Feed and Coal Business for sale.** Address Kanel & Miller, Hamlin, Kansas.

**COAL BUSINESS** in a real live eastern Iowa city; big business and small investment with fine location. Address 62F1, Grain Dealers Journal, Chicago, Ill.

**FEED AND COAL BUSINESS,** fine location and doing exceptionally good business; handle all coal by electricity; also two resident homes; thirty miles west of Chicago. Write 62E14, Grain Dealers Journal, Chicago, Ill.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

**CENTRAL NEBRASKA—Grain, coal and live stock business for sale.** This is an old established business and no competition. Large territory. Will consist of about three hundred cars stock, sixty cars of coal and one hundred twenty-five thousand bushels of grain. Would keep the live stock business. This is priced to sell. Address 62G7, Grain Dealers Journal, Chicago, Ill.

## PARTNER WANTED.

**WANT ACTIVE PARTNER** in well established Brokerage and Merchandising Grain Business in Kansas and Nebraska. Must be member Kansas City Board of Trade. Address 62G15, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

**FOR SALE CHEAP—Five bushel, 1,250 bushels per hour, Richardson Automatic Scale;** f. o. b. South Dakota point. Write Richardson Scale Co., 312 Corn Exchange, Minneapolis, Minn.

**RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale;** fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

## SCALES WANTED.

**WANTED—Richardson Automatic grain and bag portable scales.** State capacity, how long used and lowest price. Morse Engineering Co., 502 Waldheim Bldg., Kansas City, Mo.

**THE WANTED-FOR SALE DEPARTMENT** of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

## KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

**Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars for one year.**

Name of Firm \_\_\_\_\_

Capacity of Elevator \_\_\_\_\_ Post Office \_\_\_\_\_

State \_\_\_\_\_

## SITUATION WANTED.

**WANT POSITION—**as manager of grain elevator and feed business. Twenty years of successful experience and A1 reference. J. F. Decker, Lebanon, Ohio.

**BE GLAD TO HEAR** from some elevator and grain concern desiring a manager or assistant; experienced and capable, age 32. Write F. A. Whitlow, Lander, Wyo.

**PRACTICAL GRAIN MAN** with 13 years' elevator management desires position with good grain concern; can handle side lines. Write 62F13, Grain Dealers Journal, Chicago.

**MARRIED MAN, 34 years old,** wants position in grain business; 11 years' experience as elevator manager; have good record and best of references; prefer within 250 miles of Chicago. 62F22, Grain Dealers Journal, Chicago.

**SUCCESSFUL AND EXPERIENCED farmers** elevator manager with a real record desires position with good company; experienced in all side lines; good accountant; good mixer with public; Illinois or Indiana preferred. Address 61Z10, Grain Dealers Journal, Chicago, Ill.

**DESIRE steady work** in Central or Eastern U. S. terminal wheat elevator to learn the grain business. 10 months' experience in small Western Nebr. elevator (present employment). College graduate in business administration; age 25; single, references. Address 62G3, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR MACHINERY SALESMAN WANTED

Prominent manufacturer and jobber of grain elevator machinery and supplies wants competent traveling representative for the state of Kansas. Prefer experienced man between 30 and 40 years of age. Must have car. Drawing account with commission. In applying state your qualifications fully. Position open immediately to the right man.

**R. R. HOWELL & CO.**  
MINNEAPOLIS, MINN.

## To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.



## MACHINES FOR SALE.

**FOR SALE**—One large Williams Patent Crusher, hammer type; cheap if taken at once. Blodgett Elevator & Grain Co., Blodgett, Mo.

**FOR SALE**—Car loader, air blaster, new, very best on the market, reasonable. Write or wire 502 Waldheim Bldg., Kansas City, Mo.

## ATTRITION MILL PLATES

3 sets new plates for 20" Monarch mill; 2 sets new plates for 20" Robinson Attrition mill. L. F. Perrin, Box 375, Pt. Huron, Mich.

**FOR SALE**—One 15-h.p. Fairbanks-Morse gas engine, good condition; 300 ft. 1" rope, good as new; 40 ft. stitched canvas belt, 8" 4 ply. Luton Elevator Co., Luton, Ia.

**FOR SALE**—Union Special, Type "L", motor driven, bag closing machine. Write or wire STANDARD MILL SUPPLY COMPANY, 502 Waldheim Bldg., Kansas City, Mo.

**FOR SALE**—One Boss air blast car loader, one suction fan, one 44"x12" iron pulley on 2 3/16" shaft 48" long, one 40"x7" split iron pulley, assorted shafting and pulleys. Write Kerrick Grain Co., Normal, Ill.

## FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. DIAMOND HULLER CO., Winona, Minn.

## BATCH MIXERS.

Latest type, very best on the market, from 400 to 4,000 pounds capacity. Prices reasonable, let us have your inquiries for prompt shipment. Standard Mill Supply Company, 502 Waldheim Bldg., Kansas City, Mo.

## NEW AND USED MACHINERY FOR SALE.

One 22-in. double head Bauer ball bearing motor driven, Attrition Mills; 1 three pair high 9x18 Allis Feed Mill, in excellent condition; 1 Hess corn and grain drier, new, never has been set up, capacity 1,200 bu. per 24 hrs. For reasonable quotations on all kinds of mill and elevator equipment write or wire STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

## REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

SPROUT, WALDRON & CO.,  
9 S. Clinton St., Chicago, Ill.

## NEW AND USED MACHINERY.

1 Horizontal Eureka, 100 lb. Mixer; 1 Ton Vertical Mixer; 1000 lb. Vertical Batch Mixer; 1 Hughes Direct Connected Hammer Mill; 1, No. 2 Direct Connected Gruender Hammer Mill; 1 Boss Air Blast Car Loader No. N7. 1 Cob Blower. 1 Sidney Corn Sheller. 1 Hutcheson Corn Sheller. 1—Vita Cereal Mill. 1—25 H. P. Type Y, Fairbanks-Morse Oil Engine. 1 Humphrey Manlift. 1—Bag Piler. 1—Ball Bearing Combined, Corn Cracker, Cleaner, and Grader. 20"-22"-24" Direct Connected Monarch Attrition Mills. 1—24" Dreadnaught Attrition Mill. 1—18" Dreadnaught Mill. 1—No. 5 Monitor Wheat Cleaner. 1—Combined Wheat and Corn Cleaner. 1—Carter Disc Separator for Wheat, Oats, and other Grains. 4—Water Wheels. 16" Spiral Steel Conveyor. 9x18 and 9x24 two-high Roller Mills. 9x24 three-high Roller Mill. 1 Oat Crusher. Send Us a List of Your Wants. We can Supply You With a Full Line of Machinery for Elevators, Flour, Corn and Feed Mills. Clearance Sale of Round Reels at \$25.00 each. A. D. Hughes Co., Wayland, Michigan.

**IF YOU DO NOT** find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

## MACHINES WANTED

**WANT TO BUY** a used Buckley cracker, small Dreadnaught, or a used corn cracker and grader. Menno Mfg. & Grain Co., Menno, S. D.

## ENGINE WANTED.

**WANTED**—Diesel Oil Engine from 60 to 80 hp. Must be in good condition. Write Chetek Grain Elevator, Chetek, Wis.

## ENGINES FOR SALE

**FOR SALE**—60 H. P. Diesel Oil Engine. Write C. H. Wade, Paris, Ill.

## FOR SALE

150-h.p. type "Y" Fairbanks-Morse oil engine. Write N. R. Dockstader, Glen Elder, Kansas.

**FOR SALE**—Three OLDS gasoline engines, two 18 hp., one 35 hp.; one HERCULES gasoline engine, 5 hp.; all in good condition. Write Smith Bros., Velte & Co., Lake Odessa, Mich.

## OIL ENGINES

4-page Bulletin of Bargains just issued. ZELNICKER in ST. LOUIS.  
Rails, Equipment, Heavy Machinery.

## ENGINE AND MOTOR FOR SALE.

One 25 hp., type Y, Fairbanks-Morse oil engine; in good condition; will sell cheap. Also one 30 hp. electric motor, good as ever. Write Noble & Reid, Hamburg, Iowa.

## MOTORS FOR SALE.

**FOR SALE**—Two Fairbanks Morse Motors 25 H. P. and one Century 40 H.P. complete. Only three years old. Guaranteed. Hindsboro Grain Co., Hindsboro, Ill.

**FOR SALE**—One slightly used Fairbanks-Morse, 20 H.P. Induction Motor, 3 phase, 60 cycle, 220 volt, with starting box. Priced right for quick sale. Address Farmers Co-op. Elev. Co., Albert City, Iowa.

## 220/440 V. 3 PHASE MOTORS

1—75 hp, 750 rpm, 25 cy. Lincoln (new).  
1—60 hp, 1200 rpm, 60 cy. General Electric.  
1—50 hp, 1200 rpm, 60 cy. Robbins & Myers.  
1—40 hp, 1800 rpm, 60 cy. Wagner (slip ring).  
1—40 hp, 1200 rpm, 60 cy. General Electric.  
2—30 hp, 860 rpm, 60 cy. Westinghouse.  
5—30 hp, 1200 rpm, 60 cy. General Electric.  
All sizes, A. C. & D. C. Write for List. Overhauled and Guaranteed. Low prices.  
V. M. NUSSBAUM & CO., Fort Wayne, Ind.

10,000 SHIPPERS  
Are now using

TYDEN  
CAR SEALS

Bearing shipper's  
name and consecutive  
numbers.

Prevent  
CLAIM LOSSES  
Write for samples  
and prices.

INTERNATIONAL SEAL & LOCK CO.

Railway Exchange Bldg., Chicago, Ill.



**New HOTEL PIERE MARQUETTE**  
400 Rooms 400 Baths  
1 person, \$3 to \$5—2 persons, \$5 to \$8  
Large sample rooms, \$4.50 to \$7.00  
H. Edgar Gregory, Mgr. Illinois  
Peoria

## SEEDS FOR SALE

**FOR SALE**—1700 bushels Ceries Seed Wheat to \$1.40 per bushel. Write Nash Grain & Trading Co., Nash, No. Dakota.

**SURE STAND SEED CORN**, germination 95 to 100%; satisfaction guaranteed; 7 varieties; all from disease-free parent stock; all grown at Geneseo, Ill. Write Dept. C for agents' prices and catalog. THE H. H. WITHROW CO., Geneseo, Ill.

WHY-A-LEAK  
—STOP IT—

## BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

**MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

**KENNEDY SYSTEM** of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

**WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER &  
BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock,  
Ontario

Truck Loads  
to Bushels

Direct Reduction Grain Tables on cards reduce any weight from 600 to 12,090 lbs. to bushels of 32, 48, 56, 60, 70 and 75 lbs. by 10-pound breaks. Just the thing for truck loads.

Printed on both sides of six cards, size 10 3/4 x 12 3/4 inches with marginal index, weight 1 lb. Price at Chicago, \$1.50. Order 3275Ex.

## Grain Dealers Journal

309 So. La Salle Street  
Chicago, Ill.



## SEEDS FOR SALE—WANTED

**John L. Kellogg Seed Co.**



### Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9 1/4 x 11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 78, \$1.55; weight 2 lbs.

**Grain Dealers Journal**  
309 So. La Salle St., Chicago, Ill.

**J. G. PEPPARD SEED COMPANY**

Buyers SEEDS Sellers  
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

### BUCKEYE BRAND FIELD SEEDS

Strictly No. 1 Quality  
**The J. M. McCullough's Sons Co**  
CINCINNATI OHIO

### FIELD SEEDS

BUYERS — SELLERS  
Glad to Quote  
**J. OLIVER JOHNSON, INC.**  
946-960 W. Huron St. Chicago, Ill.  
© Reg. J. O. J. Inc.—1928

**NORTH AMERICAN SEED COMPANY**

MILWAUKEE, WIS.  
"QUALITY BRAND"  
Hardy Wisconsin Grown Clovers  
**FIELD SEEDS — SEED CORN**  
Write for Samples and Freight Paid Prices

**Crabbs Reynolds Taylor Company**

CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
**CLOVER AND TIMOTHY SEED—GRAIN**

**ED. F. MANGELSDORF & BRO.**

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder, Seeds Sudan Grass, Soy Beans, Cow Peas  
St. Louis, Missouri

WE SPECIALIZE IN

**ALFALFA BLUE GRASS**  
**SUDAN MILLET and CANE**  
WRITE FOR SAMPLES AND PRICES

**RUDY-PATRICK SEED CO.**  
Kansas City, Mo.

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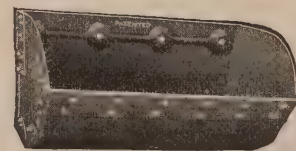
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## GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods for progressive wholesale dealers in grain and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator operators is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, APRIL 10, 1929

NEW LINES of railroad now under construction in the Southwest will open much new territory to cultivation and provide attractive locations for enterprising grain buyers.

GRANTING FREE storage to farmers and then selling the grain is credited with having involved an elevator owner at Huntingburg, Ind., with more trouble than he could stand so the sheriff is now in possession.

REPORTS IN this number of 13 different fires which were discovered and extinguished in their incipency gives much encouragement for the vigilance and courage of elevator owners, who do not hesitate to jeopardize their own safety for the protection of their property.

WIND IS reported in this number to have damaged many grain elevators recently and doubtless many others suffered small losses which were not reported. Some of the losses could have been prevented had the elevator owners exercised greater vigilance in inspecting and nailing down loose iron cladding.

IT IS quite encouraging to note that many elevator owners are having their plants protected from lightning by rods, notwithstanding the price of copper has greatly advanced in recent months. The rods will not only earn a liberal credit on the fire insurance rate, but should help to relieve the elevator owner of much worry every time a thunder storm occurs. The country elevator is so high and as a rule stands apart by itself so that it seems to attract lightning.

THE BUILDING of many new and the improving of old elevators reported in this number indicates that many elevator men are getting an early start so as to be ready to handle the new crop when it starts to market.

HIGHER salaries for grain inspectors in executive positions as advocated by a Cornell University professor would have the cordial endorsement of the trade if it was certain the increased salaries would be the reward of merit rather than spoils to go to the victors in a political contest.

REFUNDING charges collected for bulkheading shipments of two or more kinds of grain in the same car with bagged grain is now becoming a common practice with most of the trunk lines, so shippers who pay this charge without a firm protest are needlessly out five dollars. Building bulkheads with bagged grain is less expensive than with new lumber.

MANIPULATION of the discount rate of the federal reserve banks up and down by the bureaucracy in control has created a storm of disapproval that is a gentle zephyr in comparison with the cyclonic upheaval that will arise after the proposed federal farm board bureaucracy gets busy in raising and lowering prices of the people's food. If the board does not raise the price of wheat the small minority of producers of that grain will raise a howl of disapproval, and if it does raise the price the more numerous consumers will clamor for cheaper bread. The stabilization board will find itself without a friend and the more it meddles with prices the louder will be the shouts of disapproval.

FORECASTING PRICES is a practice always accompanied by risks and hazards for those who attempt it. Any good guesser can forecast correctly half the time without giving the marketing conditions any study, but few people have forecasted prices with sufficient accuracy to add materially to their profits from investments made on the strength of the forecasts. Forecasting is accompanied with so much uncertainty that no governmental board, bureau or department should undertake the forecasting of market prices of grain or other commodities. If any one, be he governmental official or head bureaucrat, knew what the market was going to do, he would soon withdraw from public service and live on the interest of his money.

MICHIGAN ELEVATOR men certainly are to be congratulated that they live in a state where thieves experience unusual difficulty in stealing seeds or beans from an elevator without being detected and arrested. We are pleased to note that in this number as well as in several recent numbers of the Journal, we have published notices of the arrest of these thieves by the Michigan authorities, but we have not received information regarding the arrest of elevator thieves in other states, altho we have repeatedly reported heavy losses by elevator operators in Indiana and Ohio. Evidently the Michigan method of tracing these culprits is worthy of emulation by the authorities of adjoining states where many robberies but no arrests have occurred.

SAD TO relate, many Indiana farmers have sown oats without testing the seed for germination and tests made later disclose that less than 5% of the seed would germinate.

LETTERS FROM Illinois shippers disclose the fact that the "railroad boys" are out working the grain dealers for "advertising" again in that fake publication which has never yet been published. Funny how so many grain shippers have fallen for this oft-exposed game.

OAT HULLS, as declared by Mr. Custenborder in his letter in this number, have little if any food value. In fact we do not recall any stock food expert ever claiming food value for the oat hulls either ground fine or coarse, but still many grinders use them.

FREIGHT RATES on wheat from Kansas points to the Gulf will be reduced temporarily if the Governor of Kansas can induce the traffic managers of the southwestern railroads to help move the accumulated stocks to the seaboard before the new crop is harvested. Elevator men holding large stocks of wheat will no doubt attend the meeting in Topeka next week in force.

THE COMMODITY exchange trading report to be prepared by a special com'te of the Chamber of Commerce of the United States can well be awaited with patience, since it is the purpose of the com'te to make a really valuable contribution to the literature on this subject. In the opinion of the com'te several months' time will be required to do the job so well it will not need to be done again soon.

THE TRADE Practice Conference, which is being seriously considered by the U. S. Chamber of Commerce for different industries affiliated with that body, has one feature which some industries have overlooked. The present Federal Trade Commission may be disposed to help industry, but all of its predecessors have seemed to be imbued with determination to wreck industry and doubtless many other wild-eyed Socialists will gain places on that Commission before it is finally abolished.

RAILROAD LEASES making grain elevator and warehouse men jointly responsible with the railroad company for fire losses are being shown up by the Pacific Northwest Grain Dealers Ass'n, which is recommending that members storing grain for farmers or taking grain for grinding give a receipt denying liability for loss by fire. This little precaution has saved many a fire sufferer from liability for loss of the property of customers he did not intend to undertake.

WHEN neither the jury nor the judge can arrive at a correct decision in a suit involving transactions for future delivery the safest course for brokers and customers is to endeavor to get the money first and let the other fellow sue. A jury in the federal court of the Western District of Texas found in the recent case of Mounger v. Wells that there was no intention to deliver, and that the trades were made subject to the rules of the cotton exchange. The lower judge's acceptance of this finding was promptly reversed by the Circuit Court as contradictory, since the rules contemplate delivery.



THE FARMERS friends of Maryland claim to be seeking the protection of the farmers of that state thru the enactment of a law in which it is proposed to require all commission merchants handling farm products to file a bond of \$5,000 and pay a special license. Such a law would of course increase the cost of marketing farm products which cost would be passed back to the producer, but it would also provide easy berths for a number of lazy bureaucrats who would waste much time drafting rules and regulations for the marketing of farm products which is already well regulated by the rules of the organized exchanges.

FORECASTING prices continues to be the favorite sport of those who have nothing to invest and nothing to lose, such as the professors of forecasting who enjoy salaries from the Kansas State Agricultural College. In No. 9 of its monthly bulletin issued March 11 the professor of prices went on record in the following statements "Some improvement in wheat prices by the first part of April seems probable." After the suckers had had time to read and digest the forecast wheat dropped like lead from \$1.31¾ on Mar. 13 to \$1.16¾ on Apr. 6, as shown on our chart elsewhere, most likely because the Kansas City elevators were bursting with wheat while we were 8 cents out of line for export. Maybe the professor did not know Kansas City elevators were plugged with wheat. Successful operators have to know a whole lot about supply and demand.

### Passing the Buck on Farm Relief.

The hearings by the senate and house committees of Congress on farm relief have brot out many suggestions as reported elsewhere in this number, but a diligent search of the testimony does not disclose a single workable plan.

The more responsible statesmen, including Sec'y Hyde and President Hoover, have most carefully avoided giving out any scheme in detail. There is an evident purpose to unload the responsibility on a farm board, to have what are called "broad powers," regardless of the inability of the Congress to delegate its legislative powers.

Under the administration of Mr. Hoover it is certain that men of high caliber will be named on the Board, and instead of pushing some half-baked scheme it is likely the Board will make a thoro study of the whole situation on its own account and draft bills to be enacted by Congress in December for making effective such plans for holding up the price of surpluses as it believes to be practicable.

While it is idle to speculate so far in advance upon the control that will be made effective it is safe to assume the stabilization corporations will enter the market only when prices are below the cost of production, and that we will continue to have fluctuations in the prices of cereals, but at a level higher than that set by the board. Since it is the determination of the Hoover administration to keep the government out of business there should be ample room above the stabilized level for the free play of private initiative in buying and selling cereals.

CO-OPERATIVE companies will not be seriously affected by the decision of the United States Supreme Court, published elsewhere in this number, against a co-operative company of Durant, Okla., since the ruling of the court holding the co-operative law unconstitutional relates only to unfair discrimination in favor of a co-operative concern and against other dealers. The co-operative companies can live without any discrimination in their favor and many of them were most prosperous before any laws were enacted at the behest of agitators. The Supreme Court decision does not affect a non-profit co-operative.

THE GRAIN DEALERS of every section could help their farmer patrons to better prices for their grain by inducing them to concentrate their efforts in the growing of a few pure varieties so that the millers, the maltsters and other manufacturers may readily obtain grain to their liking in any quantity desired. Many farmers materially reduce the value of their crops by planting varieties of inferior quality. Whenever the grain shipper is put to the necessity of mixing different varieties or grades of grain in the same car in order to get the carload rate of freight, he sacrifices quality and price, and in order to keep going must reflect this loss back to the grower.

### Avoiding Liability for Undercharges.

Dealing in carload commodities has become so highly developed under the pressure of growers' deliveries and vagaries of the distant market that the shipments have to be sold while the cars are rolling and under such terms that the burden of payment of the freight charges can not be determined until final sale.

Altho carriers have a lien on the goods for freight charges and can refuse delivery until paid, they have other recourse conferred by statutes to collect from consignor, consignee, owner, or notify party, and have become careless of their lien.

As a result handlers of shipments are subject to unreasonable demands by carriers for the payment of undercharges on transactions supposed to have been closed weeks or months past. Often the payment of the undercharge, a considerable sum, is enforced against an innocent party by suit, the undercharge in some cases greatly exceeding the commission earned by the handler so penalized.

A study of the late decisions by the courts of last resort in three different states, published elsewhere under the caption, "Suits by Carriers to Collect Freight," make it clear that the handler of carload shipments on commission can protect himself from this imposition if he will by taking advantage of the amendment of Mar. 4, 1927, to the Interstate Commerce Act providing that the consignee is not legally liable for the freight if he has notified the carrier in writing that he is an agent only and has no beneficial title.

Protection also is available to others than commission merchants under the decision of the New Jersey court where the owner who was for a time liable for the freight had notified the carrier prior to delivery that the ownership had changed and was not in him but in another.

THE CONSOLIDATIONS of flour and feed milling companies combined with the acquisition of large blocks of stock in the feed milling and feed distributing business by the Corn Products Refining Co., should set the independent distributor to thinking hard. If he is to meet the intensive competition which now seems approaching he must join with his fellow-dealers at nearby stations in their buying, in their advertising campaigns and in their marketing methods. Distributors of feed and flour who sell on credit can easily put out much of their operating capital in trying to accommodate a small number of deadbeats, who make it a practice of buying from every dealer who will trust them, even though he be fifty miles away. By working together the distributors of every section can solve many problems which they hold in common.

### The Encouragement of Farm Storage.

Storing grain on farms is now being encouraged by many different organizations in North Dakota where a new farm storage law has been enacted. A bill providing for the storage of grain on farms has been introduced in Missouri and the Chief Grain Inspector of Montana is seeking to arrange for farm storage.

While farm storage would no doubt help to relieve the market of the depressing influence of all the grain stored on the farm, it would require the provision of unusually large storage facilities to house sufficient grain to effect any marked increase in the price. If the farmers borrowed money against the storage receipts for such grain they would disclose its existence. So long as the grain is kept out of sight and the world does not know of its existence, it will not be included in the visible supply stocks. If a large percentage of the farmers did store on the farms it would materially affect the price.

The present method of rushing grain from the combine to the local market not only helps to depress the price prevailing, but increases the difficulties of the handlers who find much of the early marketed grain so damp it will not stand either shipment or storage. Farmers who store their grain at home will need to safeguard their property against thieves, rats, weevil and fire. If farm storage becomes an extensive practice in any section of the country, it is sure to result in unexpected deterioration of the grain and present the local buyers with the necessity of the more careful grading of their purchases.

Other states have long since enacted legislation designed to encourage the storage of grain on the farm, but without any apparent results. North Dakota's Agricultural College for years has persistently recommended the buying of steel tanks and storing grain on the farm so that this new legislation and recommendation for farm storage may bring about the storing of more grain on the farms of North Dakota than ever before.

Farmers as a rule will not give much heed to shrinkage, but they will be influenced by the advantage of marketing early so that they can have cash without paying interest on it. There is one thing certain, that when the farmers make a survey of all the different hazards and responsibilities going with the storage of grain on the farm, the majority will sell soon after harvest just as they always have done.



## Side Lines Becoming More Important.

The grain elevator operator to be successful must keep abreast of the times. To know what will be the next season's demands upon him the dealer should keep in touch with the changes that are being made by the farmers in their methods. A careful study of cropping and feeding practices in the territory tributary to the elevator will disclose what side lines could be added profitably.

In the older and more highly developed agricultural states the side line or merchandising phase of the elevator business is increasing, while the volume of grain shipped is decreasing. A study of the business of 165 elevators in Ohio by the state experiment station showed that the group handling mainly grain averaged neither a surplus nor a deficit, while those handling side lines showed an average surplus on a year's business of \$1,563.

One reason for the surplus earned by the merchandise handling elevator is that the side lines gave employment to labor and capital that otherwise would have been idle. Under average Ohio conditions it was found that a business of \$150,000 annually is necessary to the successful operation of an elevator.

## Stockmen Feel Iron Heel of Bureaucracy.

The farmer is a free and independent soul as is disdainful of federal regulation as the moonshiner of the North Carolina mountains. The same spirit has imbued the live stock commission merchants and the cattle buyer who have the honest filth of the cattle pens on their boots. Some of these traders never kept books.

Imagine their astonishment when the federal government came down hard on them for a report of their transactions on 1927 business. Having no bookkeepers they had to hire lawyers in an endeavor to side-step the demands of the Secretary of Agriculture. Meantime the government has prepared suits against 118 livestock dealers at Kansas City demanding \$1,286,200 in penalties for failure to file the desired reports on their methods of conducting business, profits and losses.

The reports are demanded under the Packers and Stockyards Act of Aug. 15, 1921, and under the decisions of the lower courts on this Act the outlook for the livestock traders is black. The U. S. District Court of Nebraska, Omaha Division, on Dec. 18, 1928, decided against the livestock commission men of Omaha who had brought suit to enjoin the government from enforcing an order of Nov. 19, 1926, by W. M. Jardine, sec'y of agriculture, reducing the rates of commission for selling stock at the yards.

The Supreme Court has not directly passed upon the power of the secretary to fix the rates in its decisions on the Packers and Stockyards Act, and the traders have some ground for believing an appeal will result in a reversal. The commission men are like wageworkers who hire out their energy, skill and brains in the service of others in a personal way. They ought to be free to bargain for the price of their work as any other workmen, and to take away the right is to deprive them of liberty.

Such arbitrary control operates to discourage activity on the stockyards, and may be indi-

rectly one of the causes of direct selling by stockraisers to the packers, alleged to be destructive of the competitive market, and resulting in lowering of the price paid for cattle and hogs. The percentage of stock sold direct has enormously increased and has removed much competitive buying by the packers from the public yards. Such autocratic and excessive interference with freedom of trade defeats itself as it will drive many buyers out of the market and reduce the demand for farm products with the resulting excuse for more Governmental relief for the livestock farmers who are injured by too much regulation.

## Government and Business to Be Divorced.

Julius H. Barnes, in an address before the trust company division of the American Bankers Ass'n, some time ago, touched upon the necessity of preserving for private initiative and enterprise all avenues for the creation of new wealth. In part he said:

"It is more than an accident that to-day, in America, the management of private steamship lines, and even the long-deserted yards for shipbuilding, are both entering upon a new activity, and a reasonable expectation of adding themselves to the list of healthful industries. It is the fruition of the determined effort of organized business thru these past ten years that Government shall not, under any specious pretence, enter the field, of merchant marine competition, and it is the fruit of the public opinion which was finally created to a resultant legislation that is forcing ocean transportation back into private ownership, and is thereby giving it new life and spirit.

"There is no vestige left today of any demand of government operation of railroads. There is no trace of public opinion which would ask our universal service of telephone an telegraph to be administered by bureaucracy. There will soon be no argument possible about the wisdom of the Government retiring absolutely from water transportation as well.

"There must be no encroachment by Government as competitor in any line of industry, for it produces the fear of extension to other lines of industry, which checks the confident developing of all industry. Yet it is well to remember that only four years ago a presidential candidate ran upon a platform of government operation of railroads and public utilities."

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. C. & St. L. 14525, was leaking badly at broken door post while going south thru Minburn, Ia., Mar. 13.—Harry C. Smith, local manager Clark Brown Grain Co.

## Invalid Provision of Co-operative Law.

The Supreme Court of the United States on Feb. 18, 1929, decided against the Durant Co-operative Gin Co., Durant, Okla., and in favor of W. A. Frost, operating the independent Mitchell Gin Co., who had brought suit to enjoin the State Corporation Commission from granting the co-operative company a license to do business at Durant in competition with him.

Cotton gins are declared by the Oklahoma statute to be public utilities and no one can operate a cotton gin to handle the cotton of others without a permit from the Commission.

Frost, who was already established, with a permit, when the co-operative applied for a permit, objected to the grant of the franchise, alleging that Sec. 3714 requires the applicant to make a showing of public necessity. In 1925 the legislature amended the law to provide that upon petition of 100 citizens and taxpayers the Commission shall issue the license. The Commission held that it thus was made mandatory to issue the license, and it was not necessary to make a showing of public necessity.

The lower court so decided, and Frost took an appeal. This decision was reversed by the Supreme Court of the United States, which held that the exemption of the co-operative from the rule requiring a showing of public convenience and necessity was an unconstitutional discrimination.

Justice Sutherland, delivering the opinion of the Supreme Court, said: By the terms of the statute here under consideration, appellant, an individual, is forbidden to engage in business unless he can first show a public necessity in the locality for it; while corporations organized under the act of 1919, however numerous, may engage in the same business in the same locality no matter how extensively the public necessity may be exceeded.

That the immunity thus granted to the corporation is one which bears injuriously against the individual does not admit of doubt, since by multiplying plants without regard to necessity the effect well may be to deprive him of business which he would otherwise obtain if the substantive provision of the statute were enforced.

A corporation organized under the act of 1919 has capital stock, which, up to a certain amount, may be subscribed for by any person, firm or corporation; is allowed to do business for others; to make profits and declare dividends, not exceeding 8 per cent per annum; and to apportion the remainder of its earnings among its members ratably upon the amount of products sold by them to the corporation.

Such a corporation is in no sense a mutual association. Like its individual competitor, it does business with the general public for the sole purpose of making money. Its members need not even be cotton growers. They may be—all or any of them—bankers or merchants or capitalists having no interest in the business differing in any respect from that of the members of an ordinary corporation. The differences relied upon to justify the classification are, for that purpose, without substance.

The provision for paying a portion of the profits to members or, if so determined, to non-members, based upon the amounts of their sales to or purchases from the corporation, is a device which, without special statutory authority, may be and often is resorted to by ordinary corporations for the purpose of securing business. As a basis for the classification attempted, it lacks both relevancy and substance.

Stripped of immaterial distinctions and reduced to its ultimate effect, the proviso, as here construed and applied, baldly creates one rule for a natural person and a different and contrary rule for an artificial person, notwithstanding the fact that both are doing the same business with the general public and to the same end, namely, that of reaping profits. That is to say, it produces a classification which subjects one to the burden of showing a public necessity for his business, from which it relieves the other, and is essentially arbitrary, because based upon no real or substantial differences, having reasonable relation to the subject dealt with by the legislation.—49 Sup. Ct. Rep. 235.

Use of cod liver oil helps hens to assimilate the minerals in their food. Where sufficient minerals are being fed but hens persist in laying soft shelled eggs this is one of the cures.



## Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Charge for Bulkheading?

*Grain Dealers Journal:* On two occasions we have bulkheaded cars with bagged grain, using no nails, neither did we deface car in any way. Each time we were charged \$5 for the privilege.

Is a railroad company privileged to charge for such bulkhead? Any information will be very much appreciated.—R. F. Bowers, Lovington, Ill.

**Ans.:** On this matter being referred to the headquarters of the Wabash Railroad at Chicago, this road passing thru Lovington, it was stated that the charge for bulkheading becomes due if anything, even sticking plaster, is fastened to the walls or floor of the car, and most certainly if lumber and nails are used.

The Wabash officials state that under the circumstances given by Mr. Bowers, the sacks having been dumped into the car and the grain piled up against them, a charge for bulkheading is not warranted, and that a claim for refund should be put in.

When this matter of charging for bulkheading was up before the Interstate Commerce Commission the railroad companies pleaded in justification that the cars were defaced by nailing up bulkheads. Without such damage to car there is no justification.

The Pennsylvania R. R. and some others have repeatedly refunded the charge for bulkheading where the two kinds of grain in car were separated by a pile of bagged grain.

### Motors for Grain Elevator?

*Grain Dealers Journal:* We are contemplating the changing of our power from kerosene engine to electricity and would appreciate some information in regard to it. Would it be advisable to install rebuilt motors or should we purchase new ones?

Our elevator has two legs for grain, cups 6x12 ins., 12 ins. apart, with head pulleys 48 ins. in diameter, and we desire a speed of 37 r.p.m. One 15-h.p. Fairbanks-Morse Kerosene Engine now drives both legs. Would a 5-h.p. motor on each of the two head pulleys be sufficient or would it be advisable to use 7-h.p. motors?—M. Funk & Son, Kernan, Ill.

**Ans.:** C. W. Gustafson, chief engineer of the Mutual Fire Prevention Bureau, to whom the question was submitted, makes the following reply:

It would appear to us that the purchase of old type rebuilt motors would be poor economy for several reasons. First, it would be impossible to secure the new enclosed types. Second, the old types of motors do not have the refinements which the newer motors have in the way of ventilation, bearing design, and appearance. Third, unless the motor is purchased from a thoroughly reputable used motor dealer, one receives no guaranty that the motor will stand up under its rated load. Rather than gamble on the reliability of such a dealer, why not purchase the motors from one of the several reliable motor manufacturers and specify motors of the enclosed ventilated type and get the best? Cutting installation costs at a point as important as the power supply is poor economy indeed when one sacrifices the security offered by the new improved motors.

Within the past few years a new type of motor has been developed especially adapted to use in grain elevators and mills, such as the totally enclosed fan-cooled or pipe ventilated motor constructed to eliminate the possibility of dust lodging on or in the windings of the motor. Motors, in grain elevators particularly, are called upon to operate under very severe conditions of dust and dirt, and if the windings are exposed to this dust and are not blown out at frequent intervals, quick disintegration of the insulation follows and eventually the motor burns out. The enclosed types of motors, which might well be called the modern grain elevator motors, are sound insurance against burnouts from such causes.

The letter does not give any data as to the height and capacity of the grain legs and therefore it is difficult to say whether a 5-h.p. or a 7½-h.p. motor will be needed for each leg. However, as a basis for estimate, assume a leg with 12x6 buckets spaced 13 inches and 42-inch head

pulley and head shaft turning 38 revolutions per minute, giving the leg a capacity of about 2,150 bus. per hour. Such a leg using plain bearings would require 7½ h.p. If anti-friction bearings of the ball or roller type were used, a 5-h.p. motor would be sufficient. Incidentally, while changing the drive, why not replace the plain bearings with anti-friction bearings?

The Mutual Fire Prevention Bureau, 230 East Ohio street, Chicago, Ill., will gladly furnish complete specifications for the installation of the motors. A copy of their electric code and their pamphlet on anti-friction bearings are yours for the asking.

### Meaning of "S L W"?

*Grain Dealers Journal:* On some of our Bs/L and freight bills there is a notation, "S L W." Please inform us what these letters stand for.—Russell Farmers Elevator Co., Russell, N. D.

**Ans.:** "S L W" stands for "Shipper's Load and Weight," and has the same significance as "Shipper's Load and Count." It means that the railroad company has not weighed the contents of the car, and that if the weights unloaded are disputed it will devolve upon the shipper to prove the weight loaded.

### How to Increase Power?

*Grain Dealers Journal:* We are planning on installing a larger steam engine this summer. At present we are using a steam engine, but our power is insufficient and we must have more. Our boiler is large enough to handle a larger engine.

However, before we do any changing we want to get some information on the corliss steam engine.—Wakarusa Milling Co., Wakarusa, Ind.

**Ans.:** A corliss engine is one with the valve gear invented by Corliss away back in 1849. A single eccentric from the engine shaft operates a disc on the side of the cylinder, from which disc extends four rods, two controlling the inlet of steam and two controlling the exhaust from the cylinder. This independent control makes it possible to vary the point of cut-off for the entry of steam into the cylinder to profit by the expansion after cut-off or to control the speed. It is used in power plants of large manufacturing establishments.

In smaller plants it will be best to compare the cost of purchased electric power, and in plants of a larger size to consider installation of a diesel oil engine. It is for this reason several of the best known builders of the old style corliss engines have gone into the building of diesel engines, such as the McIntosh & Seymour Co. Corliss engines are built by the Allis-Chalmers Mfg. Co., of Milwaukee, Wis., the Vilter Mfg. Co., and many others.

### Burden of Proof on Railroad?

*Grain Dealers Journal:* Some time ago I read a statement in the Journal to the effect that in filing claims and in case of suit to collect claims it was possible to place the burden of affidavits of out weights on the railroad company. How is the burden placed on the railroad company?—J. A. Havey, Elkhart, Ill.

**Ans.:** The statement that the burden of proving out-turn weights can be placed on the railroad company is too broad. When a shipment goes to some interior point without official weights the burden is not on the carrier to prove those weights are correct.

As nearly all weights taken on unloading are at terminal markets where state or board of trade or railway weighmen are giving official certificates, it should not be difficult to obtain the official certificate or the affidavit of the board of trade weighman.

It has been stated in the Journal time and again that proving the out-turn weight is no concern of the shipper. When there is a difference between the loading weight and the unloading weight the shipper who loaded the car and can prove how much he put into it thereby places the burden on the carrier of proving that the out-turn weights were wrong. The courts uniformly have held that when the weight

loaded into the car is proved and less is unloaded the grain must have leaked out in transit, for which the carrier is liable. The courts never take the position that destination weights are the correct estimate of what was put into the car. The courts hold that the destination weight proves only what was in the car when it arrived at destination. If the weight at destination is greater than at point of origin the courts will admit that the weight at point of origin was erroneous as the load could not have increased in transit.

It is the same with the railroad companies' allegation of clear record. The courts hold that the clear record does not prove that the car did not leak, it proves only that the trainmen failed to observe and make a record of the leaks that actually occurred. In suits at law the clear record is worthless. It is used by claim agents to bluff shippers into dropping claims.

### Excess Ergot to Be Noted on All Certificates.

General Field Headquarters of the Federal Grain Supervision on Mar. 26, 1929, issued the following instructions to inspectors and supervisors, the effect of which is to extend the notation of ergot to cover other grains than rye:

#### Grain Containing Ergot.

Supervisors and inspectors are hereby advised that hereafter any lot of grain, except rye, for which standards have been established, which contains ergot in excess of three-tenths (0.3) percentum by weight shall be graded Sample Grade of the class or subclass to which it may belong, "Account distinctly low quality." On certificates issued covering such grain the notation, "Contains in excess of 0.3 per cent ergot," may appear in a space provided for remarks.

In case of wheat the amount of ergot present shall be determined on the basis of the wheat free from dockage.

In all cases the amount of ergot present shall be determined on not less than 100 grams of the original sample. Eye containing ergot will continue to be classed as "ergoty" in accordance with the provisions of the rye standards.

### Repeal of Swiss Grain Monopoly.

Vote of the people on a referendum submitted by the Swiss government defeated the government's grain monopoly by 448,000 to 226,000, 21 out of the 22 cantons going on record as desiring free trade.

In Switzerland the question of whether the government should have a monopoly on grain or whether free trade should be permitted has been important in politics for several years.

In view of the declaration of the people, free grain imports into Switzerland will be permitted after July 1 of this year, except that some duty will be assessed on the imports for the protection of native grain producers.

Swiss mills are protected by a subsidy and the Swiss farmers have an additional safeguard by a guaranty that their grain will be purchased at a slightly higher price than that offered in the world markets.

### Farmers Union Suing to Collect.

Following the precedents set by the various pooling organizations that preceded it, the Farmers Union of Illinois is beginning to take action against its recalcitrant members. William Langlois, a farmer near Kankakee, Ill., one of its members, is defendant in a suit brought by the organization against him to collect \$297.50 liquidated damages.

Langlois signed a contract with the Union in 1927 to sell all of his products thru the organization for a period of 10 years. Becoming dissatisfied with the organization, he is alleged to have sold 2,800 bus. of oats to an independent grain dealer, thereby violating his contract.

Suit was brought against him for liquidated damages on the assumption that his selling outside of the organization brought a reduction in the Union's volume of sales and thereby increased the selling costs to the farmers who abided by their contracts.

The Union succeeded in winning a restraining order whereby Langlois is forbidden to sell any of his products independently until hearings can be held at the May term of the Circuit Court.



## Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Apr. 12-13. California Hay, Grain & Feed Dealers Ass'n at San Francisco, Cal.

Apr. 17-18. Western Grain Dealers Ass'n at Cedar Rapids, Ia.

Apr. 23-25. National Soft Wheat Millers Ass'n at Louisville, Ky.

Apr. 27.—Western Seedmen's Ass'n spring meeting at Omaha, Neb.

May 6-10. American Ass'n of Cereal Chemists at Kansas City, Mo.

May 14-15. Illinois Grain Dealers Ass'n at Peoria, Ill.

May 14-15. Kansas Grain Dealers Ass'n at Wichita, Kan.

May 21-23. Pacific States Seedmen's Ass'n Fourth Annual Convention, Hotel Del Monte, Del Monte, Calif.

May 23-24. Oklahoma Grain Dealers Ass'n, Masonic Temple, Oklahoma City, Okla.

June 4-5. Central Retail Feed Dealers Ass'n, Hotel Plankinton, Milwaukee, Wis.

June 6-8. American Feed Manufacturers Ass'n Annual Convention, French Lick Springs Hotel, French Lick, Ind.

June 7. United States Feed Distributors Ass'n at French Lick, Ind.

June 9. Nebraska Farmers Elevators Managers Ass'n mid-year meeting, Horky's Park, Crete, Neb.

June 14-15. Pacific Northwest Grain Dealers Ass'n at Spokane, Wash.

June 17-19. Montana Farmers Grain Dealers Ass'n Third Annual Convention, Havre, Mont.

June 24-25. Farm Seed Ass'n of North America, Hotel Sherman, Chicago, Ill.

June 26-28. American Seed Trade Ass'n at Chicago, Ill.

July 8-9. National Hay Ass'n, Toledo, O.

Oct. 14-16.—Grain Dealers National Ass'n, Hotel Pere Marquette, Peoria, Ill.

## Principles Worth Adopting.

The following selected points are a reprint from the business principles as set forth by the United States Chamber of Commerce.

I.  
The foundation of business is confidence, which springs from integrity, fair dealing, efficient service, and mutual benefit.

II.  
The reward of business for service rendered is a fair profit plus a safe reserve, commensurate with risks involved and foresight exercised.

III.  
Equitable consideration is due in business alike to capital, management, employes, and the public.

IV.  
Knowledge—thorough and specific — an unceasing study of the facts and forces affecting a business enterprise are essential to a lasting individual success and to efficient service to the public.

V.  
Permanency and continuity of service are basic aims of business, that knowledge gained may be fully utilized, confidence established and efficiency increased.

VI.  
Excesses of every nature,—inflation of credit, over-expansion, over-buying, over-stimulation of sales,—which create artificial conditions and produce crises and depressions, are condemned.

VII.  
Representation of goods and services should be truthfully made and scrupulously fulfilled.

VIII.  
Contracts and undertakings, written or oral, are to be performed in letter and in spirit. Changed conditions do not justify their cancellation without mutual consent.

## Great Variations in Protein Content.

The survey of the 1928 North Dakota wheat crop by C. E. Mangels, T. E. Stoa and R. C. Dynes shows the great variation in the protein content of wheat grown in different parts of the state.

The wheat from southeastern counties this year averaged high in protein content. This area includes Cass, Richland, Ransom, LaMoure and Dickey Counties, and the high average protein content was due evidently to the drought during May and early June. LaMoure and Dickey Counties in this area, however, produce a relatively large amount of durum wheat.

The average protein content of 69 samples from Golden Valley County was 12.81%. Golden Valley County has been a high protein area continuously for five years. In the western half of the state, Golden Valley is the only county which shows an average protein content greater than 12.5%. Stark and Hettinger Counties, in the Slope Area, show average protein contents of 12.03% and 12.25%, respectively. Williams, McKenzie, Mountrail, Ward, Renville and Bottineau Counties in the Northwest show protein averages between 12.0 and 12.5%. Burleigh County shows an average protein content of 12.02%, and surrounding counties, with exception of Kidder County, show averages almost as high. Morton, McLean and Emmons Counties show averages of 11.97, 11.97 and 12.00% protein, respectively.

The average protein content of 20 samples from Grand Forks County was 12.13%. The average for Grand Forks County, however, is only slightly higher than two adjacent counties. Walsh County on the north shows an average of 11.90 and four samples of common wheat from Nelson County averaged 11.94% protein.

Nine samples from Bowman County in the extreme southwest averaged 11.32% protein, while 18 samples from Pembina County in the extreme northeast averaged 11.42%. Slope County, between Bowman and Golden Valley Counties, shows an average protein content of 11.28% for 19 samples. Nine samples from Kidder County in the central part of the state averaged 10.75% protein. It is interesting to note that both Burleigh and Stutsman counties to the east and west of Kidder County show an average protein content above 12%.

The location of high and low protein areas in the state varies from season to season. For the season of 1928 the regional variation in protein content was generally due to differences in time and amount of rainfall. High protein wheat in 1928 is not confined to any one area within the state. The maximum protein figures show that high protein samples were secured in many areas of the state. A sample of Kota wheat testing 17.46% from Ransom County was the highest sample secured for 1928. A sample of Marquis from Slope County testing 9.36% was the lowest protein sample secured in 1928.

In Golden Valley County the highest protein content was 15.90% and the lowest only 9.82%, a difference of more than 6%. The highest sample for Burleigh County had 15.99%, and the lowest 10.39%, a difference of more than 5½%. Richland County in the southeast shows a difference of nearly 5% between maximum and minimum protein contents. The rather wide differences found between maximum and minimum protein contents in these and other counties indicate that soil and other factors as well as climate are important in determining protein content.

Bismarck, N. D.—Proposals are now before the North Dakota legislature to reduce the legal storage rate. The present rate is one cent a bu. per month with a maximum of 10 cents a bu. per year, and free time of 20 days. One of the proposals would make the rate one-half cent a bu. per month with a maximum of 6 cents a bu. per year.

## New Chief Kansas Inspector.

With the change in the state administration following the last general election the governor has named a new chief grain inspector in the person of Ben H. Johnson of Talmo, Republic County, Kansas.

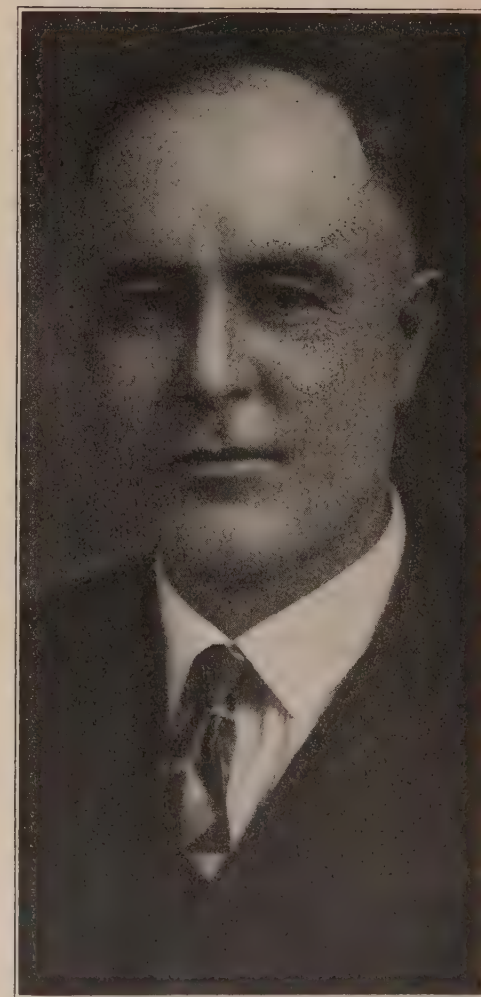
Mr. Johnson is a successful business man with diversified interests in his home county. He has been identified with the grain business for several years as a country elevator operator, is an extensive farmer, president of the local bank, and also a member of a bridge contracting firm. Mr. Johnson has a wide acquaintance throughout the State, having served two terms in the State Legislature, and acted as secretary to the speaker of the House.

He is 44 years old, married and has four children. His business experience and personal qualifications should insure the grain trade the highest possible standard of service.

No radical changes are expected to be made in the inspection department, and T. B. Armstrong continues as first assistant inspector.

A petition on the part of the bean dealers ass'ns asks the House Ways and Means Com'te to place a tariff of 1 to 3 cents a pound on imported beans, claiming importation of beans interferes with orderly marketing of the U. S. crop and such imports often total as much as 13% of the beans consumed in this country.

Siberia.—Soviet authorities in Novosibirsk are planning extension of the grain milling capacity in Siberia and have adopted a scheme for building mills at Omsk, Rubzowka, Krasnojarsk, Aleisk, Slawgorod and Owtshinnikow to be built within five years, construction on the first three to be begun next year. The total capacity is to be 454,000 tons. Existing mills are to be improved.



B. H. Johnson, Chief Inspector, of Kansas.



## Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication.]

### Fine Grinding Does Not Improve Feeding Value of Oats.

*Grain Dealers Journal:* We note your article in the Journal of March 25th, page 366, relative to "Best Mill for Custom Grinding." This is a subject that should be of interest to those engaged in economic, efficient feed grinding.

I approve all the suggestions you have offered except that of grinding oats fine for hog feed. The reports from the Ohio Experiment Station at Wooster, Ohio, also that of Purdue University, Indiana, indicate that the medium ground oats gave higher feeding results than either the coarse or the finely ground oats in their various hog feeding tests.

Oat hulls the experiment reports not only do not have any food value as hog feed, but are harmful, practically indigestible, with tendency to ball in the stomach and intestines, which occasionally results in the death of hogs. When oats are finely ground, the hogs are unable to eliminate the indigestible hulls as they are able to do when the oats are coarse or medium ground, so this matter of medium or fine grinding is a question of interest to custom feed millers.

Even if oat hulls contained some feeding value for hogs and poultry—which they do not, nor does the fine grinding add any value, the cost of grinding on any mill is greater than the feeder can afford to pay. In my opinion, in the near future oat hulling machines will be standard elevator equipment as grain cleaning machinery now is.—Yours truly, E. T. Custenborder, Sidney, O.

### Watch Out for Racketeers.

*Grain Dealers Journal:* An item which I think is worth telling your subscribers about is for them to look out for the grafters who are soliciting ads from grain dealers for "Railway Men's" magazines.

They have been calling regularly for several years, and for the first two years worked me for a \$5 "advertisement." They tell you they are "railroad" boys on your division, who are soliciting ads for their brotherhood paper. They show you a skeleton form magazine, with "ad" space ruled off at so much per, show you credentials which are a fake, and put up a story about their service to you. Certainly grain dealers like to help the railroad boys who serve them daily, so most of us fall for it. They come year after year. Two years ago we took it up thru the railroad officials of the Illinois Central and they said there was no such brotherhood papers and that it was another graft.

So just the other day when they called again, we told them no, and began to question them about the railroad. They didn't know anything about its officials, its divisions, its trains or its stations, hedging at every question and getting out just as fast as they could when we commenced asking them.

We followed them, found they had jumped into a hidden auto, and the "boys from the Peoria yards" were riding in a green colored Hudson sedan, No. 445-303 Missouri, 1929, the same car which called on the grain dealers thru this territory last year. The Secretary of State in Missouri advises the car is registered by W. C. Loubry, 1913 Nettleton St., Springfield, Mo. Some one evidently has a very fine confidence game among the Illinois grain dealers.

I just thought you ought to advise grain

dealers so they will not contribute further to these grafters. Also there is one F. L. Mennie, a "Mineral Coal Saver" manufacturer at large, who is mighty clever, and can sell any coal dealer, not previously warned, a hundred pounds of colored rock salt for \$60. Such a graft must pay close to \$100 per day net.—White Elevator Co., Cassell C. Kingdon, El Paso, Ill.

### Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

WHEAT.																
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 30.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 5.	Apr. 6.	Apr. 7.	Apr. 8.	Apr. 9.	
Chicago	122½	119½	120¾	121¾	*	121¼	119¾	120¾	118½	118¾	118	117½	121	121¼		
Kansas City	114½	112¼	112¾	113¾	*	113¾	111½	112½	111½	111¾	110¾	110¾	113¾	113¾		
St. Louis	121¾	118¾	119½	120	*	119¾	117½	118¾	116½	116½	116	115½	119¾	119¾		
Minneapolis	118¾	115½	117	117½	*	117¾	115¾	116¾	114¾	114¾	114¾	114½	117¾	118¾		
Duluth (durum)	104¾	101¾	102¾	103¾	*	103¾	101¾	103	102½	102¾	102¾	102¾	105¾	105¾		
Winnipeg	126¼	125¾	125	126½	*	126¾	125¾	125¾	124½	124¾	123¾	123¾	125¾	125¾		
Milwaukee	123	120	120¾	121½	*	121¾	119¾	120¾	118¾	118¾	118	117½	120¾	121¾		
CORN.																
Chicago	95	92¼	93¼	94	*	94½	93	92¾	90¾	90¼	90¼	90¼	92½	92½		
Kansas City	89¼	87	87¾	88½	*	88½	87¼	87¾	85¾	85¾	85¾	85¾	87½	87¾		
St. Louis	96¾	93¾	94¾	95½	*	95¾	94¾	94¾	92¼	91¾	91¾	91¾	94	94¾		
Milwaukee	95	92¼	93¾	94	*	94	93¾	92¾	91	90¾	90¾	90¾	92¾	92¾		
OATS.																
Chicago	46¾	45½	45¾	46¾	*	46¾	46	46	45½	46	46¾	46¾	49¼	49¾		
Minneapolis	44¾	43	43¾	44	*	44¼	44¾	44¾	44¼	44¾	45¼	45¼	46¾	46¾		
Winnipeg	52¾	51½	52¼	52½	*	52¾	51¾	52½	51¾	52	52	51¾	53¾	53¾		
Milwaukee	46¾	45½	46	46¾	*	46¾	46¾	46	45¾	46¾	46¾	46¾	49¾	49¾		
RYE.																
Chicago	106	103¾	103¾	104½	*	105	103¾	103¾	101½	100½	100¾	99½	101½	102		
Minneapolis	101	99¼	99	99¾	*	99¼	98½	98¾	97¼	96¼	96¾	95¾	97¼	97¼		
Duluth	102¾	100¾	100¾	101¾	*	101½	100¾	101	99½	98½	98½	98	100	99½		
Winnipeg	107½	105	105¾	105¾	*	106¾	105¾	105¾	104	104¾	102¾	103	106¼	106¾		
BARLEY.																
Minneapolis	62¾	62¾	63½	64¾	*	64¼	63¾	63¾	63¾	63¾	63¾	63¾	64¾	63½		
Winnipeg	72¾	72¾	73½	74½	*	74½	73¾	73¾	72¾	73¾	72¾	72½	73½	74		



## Agriculture and Grain Handling in Argentina.

The return of Mr. and Mrs. Fred G. Horner from a 6 months' tour of South America most of which time was spent in the Argentine Republic, gives their legion of friends an opportunity to learn how agriculture and grain handling in that part of the globe appear to one so well informed as is Mr. Horner on practices in North America.

Many enthusiasts for bulk handling of grain by machinery have gone into the Argentine and come back puzzled by their failure to make headway. Mr. Horner, however, has the breadth of vision to see that controlling conditions of population, land tenure and climate make early adoption of North American methods of grain handling improbable. We are pleased to reproduce the following sketch of his impressions:

When the Grain Dealers Journal asked me to write some of my impressions of a recent trip to Argentina, I could not help thinking how little I knew about the United States, where I had spent my entire life, and therefore how presumptuous it was to seriously attempt to write about a country in which I had spent only a few weeks. However it is possible that views formed on such hasty and superficial trips as mine lend a certain detachment and freshness of view point which itself is not without value, and I am writing this with full consideration of these limitations.

**Grain Territory nearer the Tropics.**—The city of Buenos Aires, a beautiful modern metropolis of two million people, lies in approximately the same latitude as Memphis, Tenn., and is about equidistant from the extreme north and south limits of the surplus grain growing territory, so that it will be readily seen that their grain territory is much nearer the tropics than our own. Snow is an extremely rare occurrence in Buenos Aires and thruout most of the grain belt shedding for cattle and horses is unnecessary.

**A Bare Prairie.**—Comparatively little grain is produced east of the river Parana, so that the great grain area lies west, southwest, and northwest of the city of Buenos Aires and in this section there are no rivers worthy of the name and the entire country is perfectly flat and absolutely destitute of trees, except such evergreens, eucalyptus, and a few other varieties, as have been planted in extremely formal squares around the farm houses and in long avenues, and often double avenues, leading back from the road to the pretentious houses of the estancia owners as the land owners are called in distinction to the tenant who is called a checarero.

**Large Ranches.**—Rainfall is heaviest in the east and gradually tapers off west and southwest until the land becomes perfectly barren. The soil within this producing area is remarkably uniform and consists principally of a deep black rich loam which, on account of these characteristics and also the fact that ownership is exclusively in very large units, lends itself peculiarly well to large scale farming operations and modern machinery is seen on every hand. At Rivera which is within a few miles of the extreme western side of the Province of Buenos Aires, I photographed one continuous string of twenty Massey-Harris and Deering combines which were standing on cars on the railroad siding awaiting unloading.

In another instance, I drove all over an extremely well tended place of seven hundred hectares, equal to about seventeen hundred acres, and which was mostly in wheat, oats, and linseed, and was told by the checarero who was farming it that he did not have a single horse, but was handling the farm with two tractors. In explanation, I might say that this was near the outer edge of the farming section where rainfall was light and the period of planting was naturally lengthy which permitted the farmer to spread his work over an unusually long period.

The prospect here for wheat especially at that time which was about three weeks before cutting was excellent and in fact this was true everywhere I went. Almost without exception the farmers and small town people with whom I talked told me that they had the best wheat crop this year that they had ever had and from my own observation, I know that it was wonderful.

All the farm machinery, like the automobiles, come from the United States, and considering the distance from their source of supplies, the quantity and the up-to-dateness is remarkable. While their methods of cultivation are not so thoro as in our better agricultural sections, it may be all that is justified for securing a maximum net return from the conditions under which they are operating. One great deterrent to better methods is the fact that the land is wholly in the hands of large owners and these large estates, or estancias, as they are called, seldom change hands and are practically never broken up. Our advocates of the industrialization of our farming operations might consider this an advantage, but the result is that the tenant or checarero has no chance whatever to purchase a small parcel of land and gradually build himself up into an independent land owner as is done in this country. Once a checarero, always a checarero.

**Tenant farming** therefore lacks one big incentive which has always proven particularly attractive in our country and one of the questions which is today puzzling the minds of the Argentine people is how to decentralize this land ownership. For the same reasons, tenant living conditions are much lower than we would consider justified by the circumstances and this applies particularly to the tenant houses, which are usually little better than mud huts.

**No Mechanical Grain Handling.**—Probably nothing in Argentina so puzzles a North American grain man—and down there they are very sensitive to us appropriating to ourselves the title of American and they do not hesitate to politely correct us with the statement that we must mean North American—as the complete lack of mechanical means of handling grain outside the elevators at a few ports. After a little consideration, I am inclined to think, that like their farming methods, their practice may be best adapted to the conditions under which they operate.

There are practically no country elevators—in fact I did not see a single one. All the grain is delivered and transported in jute bags and the bagging alone entails an enormous expense. Limited storage space exists at the country stations in the form of one story warehouses called galpons which are covered and sided with galvanized iron and when these are filled the sacked grain is ricked in great piles on the ground and covered with tarpaulins.

**Modern facilities** will doubtless come in due time, but at present I can see numberless reasons why it would not be profitable for the individual country dealer to pioneer by erecting elevator facilities at his station. For one thing, grain cars suitable for the transportation of bulk grain are not available, although personal examination of a number of empty cars would indicate that it would not be a serious problem to convert the box cars for this purpose but much of the grain is now hauled in gondola cars, either with or without a tarpaulin cover and losses from pilferage are heavy.

Terminal facilities are of course also designed for unloading sacked and not bulk grain.

Their farm wagons are all very heavy cumbersome affairs with wheels that are often eight feet high, while a tight wagon box that would hold bulk grain is absolutely unknown. Still these wagons are necessitated by the condition of the roads, none of which are improved excepting in the immediate vicinity of some of the large cities like Buenos Aires and Cordoba.

What little road grading and draining has been done is of the very crudest kind and water flats abound where the roads are covered with water after the slightest rainfall. In the winter season, I am told, and can readily believe, the roads become practically impassable. High two wheel carts for personal travel are in evidence everywhere. One thing that will long retard road building in Argentina is also an important factor in considering the construction of country elevators and that is the total absence of sand, gravel, and rock. Lumber can only be secured from a great distance and no machinery is manufactured in this country, so it is not hard to visualize the great cost of construction work.

**Business Controlled by a Few.**—Then also the fact that the land is owned in such large blocks would make a dangerous situation because the loss of the business of only a few customers would leave but little grain in a dealer's territory. The Argentine is not a consuming country, having a population of probably a little less than ten million or about the same

as New York and Chicago, and almost the entire crop must move to about four principal ports where the business is under the control of about the same number of large firms, so that there is no opportunity whatever for doing any such merchandising business as is possible in so many territories in this country. The country dealer down there is little more than an agent for these large firms.

Altogether, it would seem that the Argentine had so thoroughly adapted itself to the present crude and wasteful methods of handling grain at country stations that modern facilities could now be successfully introduced only by doing so on a very large comprehensive scale and with the active co-operation of the railroads, the large exporters, and perhaps the government.

## Agriculture and Marketing.

Agriculture, which will bulk large on the congressional horizon at the special session, will also have conspicuous place in the deliberations of the Chamber of Commerce of the United States which will hold its 17th annual meeting at Washington beginning April 29.

A special round table session will be devoted to the consideration of the marketing of agricultural products. Some of the questions to be brought forward are these:

What is the basic function of the co-operative marketing association?

What is the relation of co-operative marketing to other forms?

Does the development of co-operative marketing depend upon federal and state aid?

What federal and state aids and services are equally beneficial and desirable for co-operatives and other marketing agencies?

To what extent is exemption of co-operatives from provisions of anti-trust laws a handicap to competing marketing agencies?

**Berlin, Germany.**—Permission has been granted the Maizena-Werke A-G to import 8,000 tons of corn at a big reduction in the duty in order to compensate the factory for the high freight rates it has been paying while water routes were blocked with ice.

**Spokane, Wash.**—The Surplus Control League of the Pacific Northwest League, which was organized here last January to seek laws for farm relief is getting into action with a special com'tee of 27 appointed by Pres. J. H. McCroskey of Garfield, Wash. It seeks passage of farm relief measures at the special session of Congress next month.

**Vitamin A** in corn is concentrated in the endosperm, according to studies conducted by L. Millhouse, H. C. Koser, C. Rocke, and R. A. Hetler as given in Illinois Station Report of 1928. Manifestly, after corn is milled, most of the Vitamin A is in the gluten. In experiments it was found that from 10 to 20% of gluten feed or whole corn or from 5 to 10% of gluten supplied sufficient amounts of this vitamin for normal growth and resistance to lung and eye infection.

**Washington, D. C.**—Since January 1, 1929, 22 mills (daily capacity, 3,400 barrels) have been dropped from the list because they have gone out of business or have been inactive for a long period. On the other hand, 17 mills (daily capacity, 2,945 barrels), not included in previous monthly statistics, began to report in January, 1929. For February, 1929, 917 concerns reported 1,082 mills, of which 87 with daily capacity of 30,181 barrels were idle. Of these 917 concerns, 897 which were included in the biennial census of manufactures, 1927, accounted for 94.3 percent of the total wheat flour, 118,174,812 barrels (preliminary figures), reported for that year. The revised percentage for January, 1929, is 94.4. The 1,082 mills reporting ground 41,290,926 bus. of wheat in February, 1929, producing 9,026,054 bbls. of flour and 716,897,322 lbs. of offal, operating 59.7% of their total capacity.—United States Department of Commerce.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

North Platte, Nebr., April 6.—Crops look good in western Nebraska.—W. H. Cramer, W. H. Cramer Constr. Co.

Square Butte, Mont., Apr. 6.—Conditions are not so favorable just now; it is very cold after being real warm for some time.—Mont. Elvtr. Co., W. H. Jones, agt.

Miller, S. D., March 23.—Spring seeding has been delayed on account of the heavy snow. The ground will be in ideal condition for seeding.—G. C. Hanna, agt., George P. Sexauer & Sons.

Saunemin, Ill., Apr. 5.—Sowing of oats is under headway and by Saturday night expect most of it will be sown. Weather has been favorable for spring work.—Saunemin Elvtr. Co., George Carson, mgr.

Hutchinson, Kan., Apr. 1.—We have prospects for another good wheat crop in Kansas. There was rain last week over the entire wheat belt in the western part of the state.—Geo. E. Hogle, sec'y, Hutchinson Board of Trade.

Kansas City, Mo., Apr. 1.—Missouri's wheat is in splendid condition, with ample moisture to carry it thru. In touring the state on a crop survey I saw no evidences of any winter killing, and confirmations bear out observations.—E. H. Sullivan, E. H. Sullivan Grain Co.

Amarillo, Tex., Apr. 2.—The prospect for the growing wheat crop thruout the Panhandle at this writing is very promising, altho moisture is needed in some sections. The stand is good, and the acreage has been increased. We are enjoying a nice conservative business in grain, feeds and seeds.—H. E. Parsons, Parsons-Lewis Grain Co.

Springfield, Ill., Apr. 3.—Rains interfered with field work during the past week, but some seeding of spring wheat, oats, clover and alfalfa has been done. Some oats are up. Vegetation is ahead of normal. Winter wheat is in good to excellent condition in the central and south, the main producing areas, tho it is spotted in the north.—Clarence J. Root, meteorologist.

Evansville, Ind., Apr. 2.—A large percentage of oats harvested in Indiana last fall will not be satisfactory for sowing, the Indiana Grain Dealers' Ass'n has warned. Altho most of the crop was threshed under favorable conditions, it is being found in making germination tests only a small percentage will make good seed. The acreage of oats in southern and central Indiana this spring will be smaller than last year.—W. B. C.

Fort Dodge, Ia., Apr. 8.—Seeding of small grain is practically completed in two-thirds of southern Iowa and is well advanced in central Iowa where field conditions permitted farm work. In northwestern Iowa the high ground has been worked and seeding and discing is in full sway, tho farmers report low ground still frozen in spots. Recent rains have helped settle the ground and in a few days traces of frost will be hard to find. Road conditions are improving.—Art Torkelson, Lamson Bros. & Co.

Minneapolis, Minn., Apr. 3.—Generally, the weather has been favorable during the past week thruout the Northwest States. A few points report snowfall, which will give a surplus of moisture in some localities while it was needed in others. Some districts in North Dakota still report lack of moisture, altho there seems to be plenty to start the crop. Spring work is getting well under way in all States, with seeding due to start this week or next, given favorable weather conditions. Southern Minnesota and South Dakota report seeding already started. Altho it is still rather early in the spring to make a definite statement, in Montana and South Dakota the winter wheat apparently wintered well and the conditions in the fall rye are from fair to good.—T. P. Heffelfinger, The Van Dusen-Harrington Co.

### Donovan's Crop Report.

Chicago, Ill., Apr. 1.—Present indications are that the winter wheat crop passed thru the winter with less than average damage, and at this time promises a yield of about 565,000,000 bus. In much of the southwest the crop is backward in growth, but that drawback is fairly balanced by the more than usual submoisture.

Spring wheat seeding is going on in the north-west and will soon begin in Canada. The dry situation in the three provinces becomes more alarming as seeding time approaches, for unless a spell of good rains come soon it will be bad for the start of the crop. Yet if they come in seeding time they may delay seeding to such an extent as to cause more than usual fears of early August frost damage.—H. C. Donovan, statistician, Logan & Bryan.

### Snow's Crop Report.

Chicago, Ill., Apr. 1.—Condition of winter wheat is 81.3% against 68.8 last year and approximates the 10-year average. It is too early to secure a definite indication of the total loss of acreage from winter-killing, but there is sufficient data to warrant the belief that the percentage of winter killed acreage will prove moderate, probably not exceeding normal.

April 1st forecasts of production have but small value because of acreage uncertainty, but assuming a normal acreage loss, the present condition, with the official estimate of acreage seeded, may be taken as suggesting a crop possibility of about 563,000,000 bus.

Crop and acreage conditions in the soft wheat territory are excellent, damage from winter severity being much less than appeared probable. Northern and western Illinois show considerable damage from the ice that covered low spots in the fields.

The situation in the southwest is a little less satisfactory than appeared last year at this date, with definite complaint of weak plant growth and injury from high winds over an important area in Kansas and evidence of winter killing in Nebraska. Moisture conditions are generally good in this territory and favorable weather and rainfall during April would cause rapid crop improvement, while adverse conditions during the month would result in rapid deterioration. April in Kansas, Oklahoma and Nebraska will be of more than usual importance in determining the southwestern wheat crop.

Moisture conditions are favorable over practically all the wheat belt, and while the season is generally a little late plant growth is now well begun.—B. W. Snow, Bartlett-Frazier Co.

### Grain Supply and Demand.

Chicago, Ill., Apr. 2.—Crop correspondents were requested to estimate the supply, as a percentage of a normal or usual supply at the end of March, of wheat, corn and oats, and similarly the demand as a percentage of a normal demand. The same questions were asked at the end of March last year. Comparing the replies this year with last year, supply estimates for wheat average 15% higher this year than last year, and demand estimates 5% less. For corn supply reports average 11% more and demand 5% less, and for oats supply 33% more and demand 9% less. These comparisons indicate an easier country situation for all grains than a year ago.

Ratios for important states are as follows, 100 representing supply and demand, respectively, a year ago:

	WHEAT.		CORN.		OATS.	
	Sup-ply.	De-mand.	Sup-ply.	De-mand.	Sup-ply.	De-mand.
Ohio .....	75	88	156	84	181	84
Ind. ....	83	96	144	94	178	88
Ill. ....	101	99	124	83	167	82
Mich. ....	115	89	135	74	130	82
Minn. ....	116	98	138	90	132	82
Iowa ....			128	91	149	93
Mo. ....	98	95	117	88	107	89
N. D. ....	97	95	100	88	152	74
S. D. ....	94	103	104	102	109	100
Neb. ....	123	93	94	92	94	98
Kans. ....	141	92	103	94	106	99
Okla. ....	134	100	114	100	112	100
Texas ....	125	88	96	95	109	86
S. Atlantic	65	101	69	124	80	142
S. Central	89	90	78	116	82	104
Far West	140	96	101	95	98	99
U. S. ....	115	95	111	95	133	91

—Nat C. Murray, statistician, Clement, Curtis & Co.

### Government Crop Report.

Washington, D. C., Apr. 9.—The Crop Reporting Board of the U. S. Dept. of Agriculture makes the following summary of reports of condition of fall sown wheat, rye and oats:

	Winter			
	wheat.	Rye.	Oats.	
10-yr. avg., 1919-1928	83.2	87.8	...	
December 1, 1927	80.9	85.2	...	
December 1, 1928	84.4	84.4	...	
April 1, 1927	84.5	86.4	82.7	
April 1, 1928	68.8	79.3	70.4	
April 1, 1929	82.7	84.9	81.2	

### Bryant's Crop Report.

Chicago, Ill., Apr. 3.—Winter wheat condition is estimated at 85.3%, against 84.4% December 1st, 68.8% a year ago, and a ten-year average of 80.9% on April 1st. Based on prospect of average abandonment of acreage, the indicated crop is estimated at 534,000,000 bus., against 579,000,000 bus. harvested last year. The indicated rye crop is 43,842,000 bus., against 41,800,000 bus. harvested last year.—Geo. C. Bryant.

### Cromwell Crop Report.

Chicago, Ill., Apr. 2.—Condition of winter wheat is reported at 81.1% of normal, compared with a 10-year average of 80.9 and 84.4 last December.

An abandonment of 8.5% is expected, compared with a 10-year average of 11.5. April weather may necessitate a change of the abandonment estimate, but, if not, 39,337,000 acres will remain for harvest (basis 43,228,000 officially reported as sown), compared with 36,179,000 harvested last year and 37,723,000 two years ago.

If spring planting weather is favorable and the above abandonment confirmed, total spring and winter wheat acreage remaining for harvest or further abandonment will be about 105% of last year's.

The ten-year average yield of winter wheat is 15 bus. per acre. If this is secured on 39,337,000 acres, a production of 590,000,000 bus. will result.

We do not look for a crop as large as 590,000,000. The appearance of winter wheat this spring has led, in our opinion, to an over-optimistic appraisal of the condition figure. This probably has resulted from an influence of rather general surprise at the smaller-than-expected prospective abandonment.

With a probable spring wheat acreage close to 21,400,000 and an average yield per acre, production would be 267,000,000 bus.

We consider a total all-wheat production of 840,000,000 bus. as sufficiently probable to justify consideration. Last year 903,000,000 were produced.

In leading territory rye is still dormant. The condition is about 83%. Abandonment promises slightly above average.—R. O. Cromwell, statistician, Lamson Bros. & Co.

### Murray's Crop Report.

Chicago, Ill., Apr. 2.—The condition of winter wheat in the United States at the close of March is estimated to be 82.5% of normal, which compares with a ten-year average of 80.9. Last year the crop was unusually low on April 1, viz., 68.8, but improved wonderfully later. Conditions are relatively best this year east of the Mississippi River, where conditions were poorest last year. Kansas, which has nearly one-fourth of the winter wheat acreage, is hardly up to average; condition there is spotty, but best in the north and western counties and poorest in south and eastern counties. In the Pacific Northwest reports are much better.

Estimates by correspondents indicate abandonment of winter wheat will be about 7.1%, which compares with last year's heavy abandonment of 23.5%, and the average for the past ten years of 11.8%. Altho 43,228,000 acres were sown last autumn, compared with 47,280,000 the previous autumn, if abandonment be 7.1% there will remain for harvest about 40,150,000 acres, against 36,179,000 acres last year, or an increase of nearly 4,000,000.

Present conditions suggest a winter wheat crop of about 580,000,000 bus. Last year's crop was 579,000,000 bus. (conditions unusually favorable after April 1) and the average of the preceding five years was 549,000,000.

For east of the Mississippi River present forecast is 187,000,000 bus., against 109,000,000 produced last year, and west of the Mississippi River 394,000,000, against 470,000,000 last year.

Condition of growing rye is estimated at 84.4% of normal, compared with a ten-year average of 85.2, and 79.3 a year ago. A ten-year average yield per acre is 13.4 bus. The acreage planted last autumn was 3,293,000 acres. These figures suggest a crop of between 43,000,000 and 44,000,000 bus. The crop last year was small, 41,766,000 bus., the average for the preceding five years being 54,638,000 bus. North Dakota, the most important rye growing state, reports the lowest average condition, viz., 77% of normal.—Nat C. Murray, statistician, Clement, Curtis & Co.

St. Paul, Minn.—Bills are before the House and Senate Agricultural Com'tes of the Minnesota Legislature proposing an appropriation of \$625,000 to cover two years of activity on the part of the county agents. This is suggested as a farm relief measure, and it will be if the work of the county agents is confined to improved production methods.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Saunemin, Ill., Apr. 5.—Movement of grain has been very light for the past 30 days.—Saunemin Elvtr. Co., George Carson, mgr.

Toledo, O., Apr. 6.—At a meeting of the Great Lakes Regional Advisory Board here late last month it was indicated that the grain movement will require 27,500 cars, or an increase of 20.5%. Flour and milling products will require 35,500, an increase of 3.9%.—Southworth & Co.

Buffalo, N. Y., Apr. 1.—Nearly 100 miles of ice are off this port and since there has been no weather suitable for breaking it up it will probably be three weeks before navigation begins. Conditions are more favorable at Port Colborne, since the ice pack has formed on the southern shore of Lake Erie, and navigation to and from that port will doubtless begin about a week earlier than here.

## Conference on Kansas to Gulf Rates.

Gov. Clyde M. Reed of Kansas has called a conference of traffic vice-presidents of the various railroads passing thru the state, to meet in Topeka on Apr. 15 and discuss temporary rate reductions from Kansas points to Gulf ports. If sufficient reductions can be agreed upon this will open an export outlet for low grade wheat with which Kansas farmers and grain interests are still burdened.

Estimates indicate terminal elevators in Kansas and Kansas City, Mo., are holding between 40,000,000 and 50,000,000 bus. of wheat and many millions more are still on the farms. Much of this is of such grades that satisfactory

## Rye Movement in March.

Receipts and shipments of rye at the various markets during March, as compared with March, 1928, in bus., were as follows:

	Receipts		Shipments	
	1929	1928	1929	1928
Baltimore .....	2,758	4,443	.....	34,896
Chicago .....	189,000	235,000	21,000	58,000
Cincinnati .....	11,200	1,400	1,400	.....
*Denver .....	.....	1	.....	.....
Duluth .....	285,673	1,114,753	128,232	16,566
Fort William .....	.....	.....	.....	.....
Pt. Arthur .....	283,705	111,217	6,300	.....
Galveston .....	.....	.....	.....	17,142
*Hutchinson .....	.....	.....	.....	.....
Kansas City .....	10,500	12,000	6,000	3,000
Milwaukee .....	66,010	91,800	55,480	73,000
Minneapolis .....	468,600	419,950	202,130	247,350
New Orleans .....	.....	12,600	.....	27,499
New York .....	45,000	.....	.....	.....
Omaha .....	65,800	74,200	63,000	93,800
Peoria .....	7,400	1,200	4,800	2,400
Philadelphia .....	.....	64,835	.....	121,133
St. Louis .....	.....	13,000	.....	2,600
Superior .....	225,569	450,641	198,887	16,785
Toledo .....	8,400	9,600	4,770	7,050

\*Cars. †Tons.

## Oats Movement in March.

Receipts and shipments of oats at the various markets during March, as compared with March, 1928, in bus., were as follows:

	Receipts		Shipments	
	1929	1928	1929	1928
Baltimore .....	26,870	58,272	29,950	.....
Chicago .....	1,396,000	4,854,000	2,092,000	2,482,000
Cincinnati .....	180,000	416,000	270,000	352,000
*Denver .....	33	46	8	22
Duluth .....	249,331	77,162	.....	26,500
Ft. William .....	.....	.....	.....	.....
Pt. Arthur .....	1,853,496	678,930	748,835	565,659
*Hutchinson .....	10	.....	.....	.....
Indianapolis .....	724,000	998,000	826,000	1,178,000
Kansas City .....	426,000	368,000	244,000	354,000
Milwaukee .....	352,229	367,000	382,200	559,400
Minneapolis .....	931,470	2,340,630	1,055,060	3,365,480
New Orleans .....	66,000	96,000	93,389	68,309
New York .....	568,000	.....	219,000	.....
Omaha .....	802,000	1,186,000	664,000	1,474,000
Peoria .....	414,000	1,138,600	410,400	1,091,200
Philadelphia .....	64,246	85,354	26,508	.....
†San Francisco .....	1,318	1,976	.....	.....
St. Joseph .....	144,000	178,000	44,000	28,000
St. Louis .....	2,215,400	1,850,000	1,986,200	2,068,000
Superior .....	28,815	33,296	30,614	38,133
Toledo .....	679,410	221,400	382,245	383,955
Wichita .....	15,000	9,000	15,000	4,500

\*Cars. †Tons.

prices can only be obtained in the export markets.

The present condition whereby Kansas points must pay from 7 to 9 cents more per hundred on grain shipments to Gulf ports than its neighboring state, Oklahoma, even tho the distance is hardly 100 miles greater, places Kansas producers at a disadvantage and makes it almost impossible to move their low grade grain. Gov. Reed fears that unless reductions are effected Kansas terminal elevators will continue to hold what they have and there will be little terminal storage available for the new crop.

## Corn Movement in March.

Receipts and shipments of corn at the various markets during March, as compared with March, 1928, in bus., were as follows:

	Receipts		Shipments	
	1929	1928	1929	1928
Baltimore .....	107,562	310,586	43,636	163,808
Chicago .....	5,708,700	1,389,300	2,567,000	4,919,000
Cincinnati .....	450,400	581,800	464,800	399,000
*Denver .....	985	552	137	157
Duluth .....	17,888	89,636	7,092	.....
Ft. William .....	.....	.....	.....	.....
Pt. Arthur .....	.....	.....	.....	11,901
Galveston .....	.....	.....	1,264,348	523,985
Houston .....	.....	.....	.....	72,178
*Hutchinson .....	497	111	.....	.....
Indianapolis .....	1,674,000	2,835,000	1,580,500	2,147,000
Kansas City .....	4,692,000	5,472,000	3,075,000	4,539,000
Milwaukee .....	990,120	2,087,160	559,000	896,500
Minneapolis .....	721,430	1,206,970	532,010	1,396,570
New Orleans .....	672,373	229,600	1,238,941	894,767
New York .....	93,000	.....	219,000	.....
Omaha .....	1,429,400	3,390,800	1,422,400	4,113,200
Peoria .....	1,426,450	2,581,500	683,850	1,458,800
Philadelphia .....	45,634	242,510	25,200	353,145
†San Francisco .....	2,398	3,520	.....	.....
St. Joseph .....	1,192,500	1,281,000	553,500	1,029,000
St. Louis .....	3,351,600	4,692,800	2,123,800	3,094,600
Superior .....	10,196	15,582	.....	.....
Toledo .....	163,750	166,250	15,885	80,355
Wichita .....	605,800	223,200	338,000	134,400

\*Cars. †Tons.

## Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, as compared with March, 1928, in bus., were as follows:

	Receipts		Shipments	
	1929	1928	1929	1928
Baltimore .....	2,011,928	763,243	1,343,569	1,321,113
Chicago .....	1,363,000	2,279,000	1,459,000	1,163,000
Cincinnati .....	186,200	137,200	183,400	277,200
*Denver .....	219	298	16	18
Duluth .....	4,503,809	3,946,228	1,561,080	541,330
Ft. William .....	.....	.....	.....	.....
Pt. Arthur .....	5,223,290	3,251,329	496,296	887,638
Galveston .....	.....	.....	177,333	80,000
*Hutchinson .....	.....	.....	.....	.....
Indianapolis .....	119,000	319,500	119,000	462,000
Kansas City .....	5,006,430	3,607,890	3,427,710	4,132,700
Milwaukee .....	78,640	138,240	42,500	38,750
Minneapolis .....	6,911,200	9,277,860	3,065,550	3,638,400
New Orleans .....	104,908	98,000	117,913	338,279
New York .....	2,399,600	.....	2,636,000	.....
Omaha .....	1,972,800	1,478,400	1,743,000	1,307,600
Peoria .....	168,600	114,000	156,000	90,000
Philadelphia .....	992,881	648,186	724,507	1,871,043
†San Francisco .....	9,000	6,517	.....	.....
St. Joseph .....	310,800	501,200	221,200	158,200
St. Louis .....	2,962,200	2,638,600	2,201,600	1,700,000
Superior .....	2,797,649	2,320,687	1,506,022	374,872
Toledo .....	2,506,040	345,800	1,446,275	365,900
Wichita .....	1,100,400	1,260,900	1,234,800	1,328,400

\*Cars. †Tons.

## Barley Movement in March

Receipts and shipments of barley at the various markets during March, as compared with March, 1928, in bus., were as follows:

	Receipts		Shipments	
	1929	1928	1929	1928
Baltimore .....	691,729	183,644	716,539	756,280
Chicago .....	641,000	729,000	490,000	266,000
Cincinnati .....	8,000	11,200	4,800	1,600
*Denver .....	70	17	11	10
Duluth .....	422,825	528,902	220,000	.....
Ft. William .....	.....	.....	.....	.....
Pt. Arthur .....	944,631	314,836	25,899	70,418
Galveston .....	.....	.....	25,000	35,559
Houston .....	.....	.....	50,000	.....
*Hutchinson .....	.....	.....	.....	.....
Kansas City .....	75,200	49,600	36,800	62,400
Milwaukee .....	738,330	1,055,040	388,080	181,440
Minneapolis .....	1,444,650	2,258,600	892,400	1,614,140
New Orleans .....	20,800	.....	413,359	.....
New York .....	904,400	.....	922,000	.....
Omaha .....	52,800	36,800	65,600	54,400
Peoria .....	260,000	249,200	72,800	71,400
Philadelphia .....	40,117	1,665	136,606	.....
†San Francisco .....	12,753	5,940	.....	.....
St. Joseph .....	3,500	1,750	5,250	.....
St. Louis .....	131,200	104,000	28,800	29,800
Superior .....	121,572	162,493	220,000	.....
Toledo .....	15,600	6,000	19,000	.....
Wichita .....	32,500	.....	16,900	.....

\*Cars. †Tons.

## Crop Reports as Forecasts.

By NAT C. MURRAY, STATISTICIAN, CLEMENT, CURTIS & Co.

For eighteen years the government has been interpreting its monthly crop condition reports into indicated yield per acre. An examination of these reports of the past eighteen years enables us to measure their value as forecasts.

The average difference between the final estimates of yield per acre of winter wheat and the preliminary estimates made Aug. 1 was 0.13 bus. or 1.2%.

The average difference between the finals and the July 1 forecasts has been 0.82 bus. or 5.4%. (If two abnormal years were omitted the difference for the remaining sixteen years was 0.68 bus. or 4.5%).

The average difference between the finals and the June 1 forecasts has been 1.2 bus. or 7.8%. (If the two abnormal years were omitted the difference would be 0.98 bus. or 6.4%).

The average difference between the finals and the May 1 forecasts has been 1.25 bus. or 8.2%. (If the two abnormal years were omitted the difference would be 1.05 bus. or 6.8%).

If we were to assume each year that the yield per acre would be the same as the preceding ten-year average, the average error of such assumption would have been 1.27 bus. or 8.3%.

Referring to spring wheat, the average difference between the final estimates and the Oct. 1 preliminary estimate was 0.28 bus. or 2.2%.

The average difference between the finals and Sept. 1 forecast was 0.74 bu. or 5.7%. The average difference between the finals and the Aug. 1 forecasts was 1.31 bus. or 10.1%. The average difference between the finals and the July 1 forecasts was 2.71 bus. or 21.1%. That is, the average error is slightly greater than the error of assuming at the beginning that the yield would be the same as the ten-year average. Damage to spring wheat rarely occurs before July 1 and therefore cannot well be forecast on that date.

If we were to assume each year that the yield per acre would be the same as the ten-year average, the error of such assumption would have been 2.67 bus. or 20.7%.

The average difference between the final estimates of corn and the preliminary estimates made each Nov. 1 was 0.25 bu. or 0.9%.

The average difference between the finals and the Oct. 1 forecasts was 0.58 bus. or 2.1%. The average difference between the finals and Sept. 1 forecasts was 0.9 bus. or 3.3%. The average difference between the finals and Aug. 1 forecasts was 1.6 bus. or 5.9%; and the average difference between the finals and the July 1 forecasts was 2.05 bus. or 7.6%. However, if three abnormal years were omitted the difference would be 1.52 bus. or 5.6%.

If we were to assume each year that the yield would be the average of the preceding ten years, the average error of such assumption would have been 2.13 bus. per acre, or 7.9%.

The average difference between the final estimates of oats and the Oct. 1 preliminary estimate was 0.18 bus. or 0.6%.

The average difference between the finals and Sept. 1 forecasts was 0.85 bus. or 2.7%. The average difference between the finals and Aug. 1 forecasts was 1.57 bus. or 4.9% (if one abnormal year had been omitted the difference would have been 1.33 bus. or 4.3%).

The average difference between the finals and July 1 forecasts was 2.89 bus. or 9.1%.

If we were to assume each year that the yield would be the same as the preceding ten-year average, the average error of such assumption would have been 3.64 bus. or 11.5%.

## No Statistics on Large Outlet for Corn.

CROPS AND THE MOON—headline.

We don't know what effect the moon has on the crops, but we understand that the amount of moon depends very largely on the size of the corn crop.



# Suits by Carriers to Collect Freight

In view of contradictory decisions by the courts as to whether a receiver of merchandise who is not the owner thereof can be held by the carrier for the freight charges, or for an undercharge, some means should be devised to protect innocent handlers of the property, who have paid over the proceeds to the owner, from suits by the carrier to collect subsequently discovered undercharges.

Under the common law the carrier could not collect from one not a party to the contract of shipment, and this is as it should be, all the doubt having arisen thru statutory enactments. Three recent decisions given in the following emphasize the necessity of returning to first principles in the collection of freight charges from the beneficiary of the transportation.

## Commission Merchant Forced to Pay Undercharge.

The Court of Appeals of New York in *Erie R. Co. v. H. Rosenstein, Inc.*, on Nov. 20, 1928, gave a decision in favor of the railroad company on a statement of facts agreed to between plaintiff and defendant, and it is significant that two of the judges of this court of last resort in that state dissented. The facts are:

On a straight B/L containing the clause "The owner or consignee shall pay the freight and all other lawful charges accruing on said property" the Oklahoma Hide & Produce Co. shipped from Grandfield, Okla., a car of poultry consigned to itself, but during the time of transportation ordered the car delivered to H. Rosenstein, Inc., who took delivery and paid the charges. Later it was found that \$52.20 more should have been collected in accordance with the published tariffs.

**Judge Crane for the Court said:** It subsequently developed that the defendant was a commission merchant, which had received the poultry for the owner, sold it, and remitted the proceeds to the consignor-consignee, less commissions and freight charges. The defendant, however, did not notify the railroad of these facts, gave no notice that it acted as agent or commission merchant, and was not the owner of the poultry. The plaintiff had no knowledge of these facts until after the delivery and the discovery of the undercharge. The defendant, in thus silently receiving delivery under orders from the consignor-consignee, undertook to pay all the lawful charges due upon the shipment.

**Title to Shipment.**—Under the Uniform Sales Act, now adopted in most of the states, the ownership of goods depends upon many uncertain elements. When title passes has become almost a mystery. In some cases it is uncertain until the final court having jurisdiction has spoken. Does liability for freight charges depend upon such uncertain ground? The railroad carrier charged with a duty of collecting freight rates fixed by law, and not permitted under any circumstances which might show partiality or favoritism, to vary those rates, should not be compelled to hunt around to find out who is the real owner of goods.

Litigation involving the collection of rates indicates that the exact amount of freight charges cannot always be ascertained at the time of delivery. An audit or reaudit is required to determine the right figure. Is the railroad company, under such circumstances, expected to collect part of the charges from the receiver of the goods and the balance from the shipper, when it had no knowledge of their relationship? If it has knowledge that the person to whom it delivers is not the owner, this is another matter; but where it is called upon to deliver, as in this case, to one who acts as an owner would act without divulging an agency, the railroad company is justified, in my judgment, in treating him as consignee or as the owner.

It is further conceded that, under the cases, a consignee will be liable for the freight, even tho he be an agent in fact—if the agency be not known to the railroad. Liability is not dependent upon the use of the word "consignee." One may be liable for the freight rates, though not named in the bill as consignee.

**Interstate Commerce Act.**—The situation presented by this case was evidently foreseen by the amendment to the Interstate Commerce Act, the statute of March 4, 1927, chapter 510, section 1 (49 US CA § 3), which reads in part as follows:

"Where carriers by railroad are instructed by a shipper or consignor to deliver property transported by such carriers to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of such property \* \* \* which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in the property, and (b) prior to delivery of the property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title," etc.

While this amendment is not applicable to the facts of this case, yet it recognizes that consignees were liable where the railroad company was ignorant of the lack of ownership. They are liable now unless the proper notice is given.

Whether it were owner or agent depended upon veiled facts, an understanding between the receiver and the shipper. If H. Rosenstein, Inc., had been the owner, instead of the agent, the transaction would have had exactly the same aspect and coloring and have taken the same form so far as the railroad company was concerned. How could it possibly tell the capacity in which H. Rosenstein, Inc., acted? That company alone knew, and did not tell. If the Oklahoma Hide & Produce Company consigning the goods to itself, apparently for sale in the New York market, had sold the carload of poultry to H. Rosenstein, Inc., and had given the same instructions to the railroad company; that is, to deliver the goods to that company, the railroad company would have acted no differently than it did in this case and would have had no more knowledge. Yet under such circumstances it is conceded that H. Rosenstein, Inc., would be liable. The liability, it is said, would depend upon its being owner in fact. If it should turn out not to be owner in fact, but only in appearance, then it would not be liable for the freight.

## DISSENTING OPINION.

**Judge Lehman, dissenting, said:** The defendant was a commission merchant and did not own the poultry. The real owner clothed the defendant with no appearance of title. It did not transfer to the defendant the B/L. The owner's direction to deliver was merely the exercise of dominion over his own property.

At common law the defendant would not have been liable for the unpaid charges. *Elwell v. Skiddy*, 77 N. Y. 282, 289; *Dart v. Ensign*, 47 N. Y. 619; *Davison v. City Bank*, 57 N. Y. 81. The B/L provides that "the owner or consignee shall pay the freight and all other lawful charges accruing on said property." Such provision becomes binding upon the owner or consignee, who adopts the provision of the contract of carriage by accepting delivery of the goods and the benefit of the carriage. *Merian v. Funck*, 4 Denio, 110; *Hinsdell v. Weed*, 5 Denio 172, 178; *Davison v. City Bank*, supra, page 86 of 57 N. Y.; *Pennsylvania R. Co. v. Titus*, 216 N. Y. 17, 109 N. E. 857, L. R. A. 1916E, 1127, Ann. Cas. 1917C, 862. Here the defendant was not, however, the owner, nor was he the consignee named in the B/L.

**What is a "Consignee"?** The question still remains whether the defendant is a "consignee" within the meaning of the Interstate Commerce Act, or the decisions of the Supreme Court defining liability thereunder.

Under the contract of carriage the consignor maintained full dominion over the goods. The defendant obtained no rights under that contract and asserted none. The owner, exercising the dominion with which it had never parted, directed delivery to the defendant. The defendant was equivocal, and at least as consistent with the view that in accepting delivery it was acting merely as agent for the owner as that it was the owner itself. To obtain the release of the carrier's lien, the defendant paid the charges demanded. The owner or consignee under the B/L still remained liable for any lawful charges not demanded at that time. *New York Cent. R. Co. v. Warren Ross Lumber Co.*, 234 N. Y. 261, 137 N. E. 324, 24 A. L. R. 1160. The owner or consignee, until the moment of delivery to this defendant, might have exercised its right of dominion by changing the direction to deliver to the defendant. The rights of the defendant were derived from and subordinate to the rights of the consignee named in the contract, and the analogy between them seems to me illusory. The consignee, receiving the goods under a right created by the contract of carriage, must be held to assume all the obligations of the contract of the carriage from which his rights are derived.

The defendant, acting in equivocal or undisclosed capacity and receiving the goods solely by the direction to deliver of the person who had reserved dominion over the goods, assumes no personal obligation under the contract of

carriage when in fact he acted only as agent for the owner or consignee.

Judge Kellogg concurred in this dissenting opinion by Judge Lehman.—164 N. E. Rep. 37.

## Shipper Forced to Pay the Freight.

The Supreme Court of Oregon in *Southern Pacific Co. v. Oregon Growers Co-operative Ass'n*, on Dec. 4, 1928, reversed the decision of the circuit court of Marion County and gave the railroad company judgment for over \$7,000 charges on 8 cars of pears shipped from Medford, Ore., to Havana, Cuba.

Shipments were made on a straight B/L, the growers' ass'n being named as both consignor and consignee, with a notation to advise Alvarino & Alfonso. Alvarino & Alfonso had established a credit with the Equitable Trust Co., New York, for payment for the pears when delivered to the carrier for shipment. The growers' ass'n made drafts for the purchase price, not including freight charges, and these were paid by the Trust Company, as drawn thru the U. S. National Bank of Salem, Ore.

Alvarino & Alfonso had forwarding agents at Key West, Fla., Kirtland & Gaither, and the growers' ass'n wired the Florida East Coast Ry. Co.:

"Upon payment of all charges and surrender of this written order please deliver Car (described by number) contents Comice pears to Kirtland and Gaither, Key West, Florida, without surrender of original B/L."

Kirtland & Gaither did surrender the original Bs/L, but did not pay all charges, as specified in the wire, the railroad company neglecting to collect before giving an export B/L showing the same shipper and consignee, the effect of which was that Alvarino & Alfonso got the cars by payment only of the amount of the draft.

**Chief Justice Rand of the Supreme Court said:** Under the agreed facts in this case the goods were not consigned by the association to some one else, but were consigned to itself, with directions on the Bs/L to notify Alvarino & Alfonso. The association not only signed the Bs/L as shipper of the goods, but designated itself as both the consignor and consignee of the goods. It therefore became obligated to pay the transportation charges without regard to anything else than the promise which the law implies from the delivery of goods for shipment to a railroad carrier by one who is both the consignor and consignee of the goods. The association also expressly contracted with plaintiff, under the provisions contained in the Bs/L, that the owner or consignee shall pay the freight and all other lawful charges accruing on said property. Hence, whether the owner of the goods or not at the time of their delivery to the carrier, it being the consignee named in the Bs/L, under this provision it expressly contracted to pay the transportation charges thereof.

The Bs/L involved here contained the direction, "advise Alvarino & Alfonso," and the further direction, "deliver on shipper's written order only." Under these directions it was the duty of the carrier to transport the goods to destination, notify Alvarino & Alfonso, and deliver them only on the written order of the association. These Bs/L are what are commonly known as "order or notify" Bs/L. The rule as to freight charges in such case is as stated in *N. Y. Cent. R. Co. v. Federal Sugar Refining Co.*, 235 N. Y. 182, 139 N. E. 234, 26 A. L. R. 1312, where the court said:

"\* \* \* The railroad company may demand the amount from the consignee or it may collect from the consignor. It cannot make an election nor be held to an estoppel without violating the purpose and spirit of the Interstate Commerce Commission Act (U. S. Comp. St. § 8653 et seq.). In order to prevent preferences, it is obliged to collect its freight charges, and if it cannot get them from one party it must look to the other. Delivery of the goods without collection is no release or waiver of any or either party."

The questions involved here have all been settled adversely to defendants' contentions in *New York Cent. R. Co. v. Federal Sugar Refining Co.*, supra; *New York Cent. R. Co. v. Philadelphia & Reading Coal & Iron Co.*, 286 Ill. 267, 121 N. E. 581; *Portland Flouring Mills Co. v. British & Foreign Marine Ins. Co.*, supra. In all of those cases, the facts were substantially identical to those involved here. In each of those cases the goods were deliverable to the shipper's order, and the freight was delivered without the payment of the charges, and the shipper of the goods was held liable for the freight charges. In *Coal & Coke Ry. Co. v. Buckhannon River Coal & Coke Co.*, 77 W. Va. 309, 87 S. E. 376, L. R. A. 1917A, 663, Northern

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## Three Million Annex at Head of the Lakes.

When the Great Northern Railroad Co.'s elevator at Superior, Wis., was built in 1901, of steel, it stood for the last word in elevator construction and aided in maintaining the prestige of Duluth-Superior as the then greatest grain shipping port at the Head of the Lakes.

Right in the path of the durum wheat going for export from the network of interior rail lines operated by the Great Northern this house has always been an important factor in the grain movement. The grain handling plant of the Great Northern really consists of two elevators, "X" and "S" and their annexes, the "S" unit having a capacity of 3,140,000 bus., with 500 bins, and an annex, to which there was added in 1928 a second annex, of 3,000,000 bus. capacity, making the total storage of the plant 10,000,000 bus.

The new annex is located 40 feet away from the old annex to Elevator "S" and connected with it by 3 steel-framed conveyor bridges. The building of the new annex also necessitated the construction of steel and concrete belt conveyor galleries over the open bins of the old annex, the full length of the house, which is 364 feet long. The new annex, which is 86'-0" wide and 478'-4" long, consists of a group of 135 cylindrical bins and 104 interspace bins, the bin structure being 110'-0" high. The cylindrical bins are 13'-8" in diameter inside and are spaced 17'-10" center to center in both directions, thus forming interspace bins of the same capacity as the round bins, which hold 12,500 bushels each. This arrangement of bins was made to fill the requirements of certain lessees of space in the house who preferred bins of this capacity.

The building rests on a foundation of larch piling shipped from the Pacific Coast. A heavy concrete mattress rests on this piling, and on this, the massive foundation walls supporting the bin bottom slab. The bin walls rising to a height of 110'-0" above the bin bottom slab do not appear disproportionately high, on account of the length of the building; which, viewed from a distance, gives an impression of symmetry and balance, often lacking in structures of this type.

A concrete cupola surmounts the bin structure and encloses the belt conveyors bringing grain from the original Elevator "S" Annex. All bins are full hopped to a slope of 10 inches vertical to 12 inches horizontal, this steeper-than-usual slope being provided to insure com-

plete discharge of all material when the bins are emptied, without sweeping. The bin bottom finish is a rich mixture of cement mortar trowelled smooth. It is 2 inches thick except immediately around discharge openings where it is 6 inches thick to provide for hard wear.

Grain is spouted from trippers into bins through gratings set in the bin floor and surrounded by a curb 3 inches high. All bins are also provided with ventilators direct to the outside air, these features being up-to-date practice in guarding against explosion hazard or possible damage to grain, due to water running into bin openings. Grain is drawn from bins to conveyors below them through large steel loading spouts with rack and pinion operated cut-off gates.

Grain comes out from Elevator "S" to the old annex over 9 conveyor belts which discharge from turnheads thru fixed spouting to the open bins of the storage. Three 42-inch cupola belt conveyors were provided running the full length of this old storage, and grain may be spouted from any of the 9 turnheads to any of the 3 conveyors. These conveyors discharge onto 3 42-inch conveyors passing over the bridges to the new annex.

Three 36-inch belt conveyors below the new storage bins discharge onto one 48" conveyor at the end of the house. This conveyor passes under the railroad tracks and discharges onto another 48-inch conveyor running into the first floor of Elevator "S." By means of adjustable stationary trippers, the stream of grain entering Elevator "S" on this 48-inch conveyor may be divided into 4 parts feeding 4 of the shipping legs simultaneously, the conveying capacity of the belt being equal to the elevating capacity of the 4 legs.

The electric motors driving the machinery in the annex are 11 in number, of 40 to 75 h.p. They are the Fairbanks-Morse type H.J. double squirrel cage, with ball bearings, and were selected to drive the conveyor belts on account of the higher starting torque required with comparatively lighter running torque after the belts are in motion. Full voltage contactors were used, and dust tight cabinets furnished. The controls were interlocked to provide series operation of various belts.

The silent chain drives were furnished by the Link-Belt Co., and the trippers were made by the Weller Mfg. Co.

The general contract for the construction of the building was carried out by the Barnett & Record Co., and the work was under the effi-

cient supervision of the Great Northern Ry. Co.'s engineering department.

The elevator is operated by A. D. Thomson & Co., of Duluth, and the superintendent in charge is A. B. Clark.

## Large New Elevator for Rotterdam.

Construction will soon begin on a new grain elevator at Rotterdam, Holland, for the N. V. Graansilo Maatschappij to be used in handling and storing grain in bulk.

Plans call for a building 217 ft. long, 108 ft. wide and 98 ft. high. The workhouse will have 6 floors with storage capacity for 350 tons of grain. The remaining storage will be in 124 tanks, each of which will be 52 ft. deep and varying in diameter from 6½ to 16 ft. The discharging capacity of these tanks will be from 25 to 300 tons per hour. Grain will be transferred from ships to railroad cars thru this elevator.

This is in line with plans expressed when the Graan-Elevator-Maatschappij and the Societe Generale de Surveillance bought the Graansilo Maatschappij as told about in an earlier number of the Journal and verified in information received from the Graan-Elevator-Maatschappij at Rotterdam, which states:

The Grain Elevator Co. (Graan-Elevator-Maatschappij), owning 26 floating elevators of 250 tons per hour capacity each, jointly with the Societe Generale de Surveillance, which undoubtedly is the world's foremost superintending company, have bought the Grain Silo Co. (Graansilo Maatschappij) with a view to extending the capacity of the silo buildings, which now hold 20,000 tons, to 65,000 tons.

We hope to complete the extensions this year. The port of Rotterdam will then possess total storage for 100,000 tons in elevator buildings and 28 floating elevators with capacity for discharging 250 tons per hour each from steamers into lighters.

Storage in lighters is very much in favor here, as lighters are to be had in abundance, and grain dealers have an advantage in being able to give destination to a lighter carrying unsold grain as soon as the grain is sold, with no extra cost for a second handling. Practically all traffic for either Holland or Germany is done by water.

Incoming vessels, however, can discharge direct into the elevator which we bought jointly with the Societe Generale de Surveillance and in the new one which will be built, thus saving lighterage and making storage cheaper. The increasing importance of the option market at Rotterdam has brought about increased demand for elevator storage space. — Graan-Elevator-Maatschappij.



Great Northern R. R.'s 10,000,000 bu. Elevator at Superior, Wis. New Annex at Left.



# Farm Relief Hearings

## Turn to a Farm Board

The Senate Com'te on Agriculture and Forestry on Mar. 25 began its hearings on farm relief. The members of the com'te present were Chairman McNary, Norris, Capper, Norbeck, Frazier, Thomas, of Idaho, Shipstead, Caraway, Heflin and Thomas, of Oklahoma.

MR. McNARY read excerpts from a speech at St. Louis by Mr. Hoover, advocating a federal farm board.

CARAWAY asked if Mr. Hoover had declined to state to Mr. McNary a plan of legislation; and the Chairman admitted that there had been "no disclosure of the President's exact ideas."

SENATOR NORRIS: All political platforms are 90% buncombe. We have been holding hearings for 10 years and have never gotten a bill past the White House. Before we spend three weeks on hearings we ought to know what the President will approve.

WILDMAN BROOKHART said he thought the President would sign Brookhart's bill, providing for an export corporation with \$1,500,000,000 of government capital, of which \$600,000,000 is to be expended in making good losses on exports, losses in excess of this sum to be covered by an equalization tax.

JOHN D. BLACK, professor of agricultural economics at Harvard University, opened the second day's session by testifying that the farm situation warrants rigorous measures to raise prices. He would restrict the amount each farmer is permitted to sell in the domestic market. He said "the commonly held idea that you can make money by buying up a large part of the crop and selling it the year following can not be substantiated."

SYDNEY ANDERSON, pres. of the Millers National Federation, said he knew of no single plan that could be written into legislation and afford a permanent solution of the complex agricultural problem.

I do not think that it is necessary to have government warehouses at all. The net result of the construction of a large number of government warehouses would be simply a tremendous increase in the capacity of elevators which are in the main now adequate, with the result that you divide up the volume of the increased cost, unless the government bought elevators instead of constructing them. That is a very simple thing. It is not very difficult to remedy.

REP. LANKFORD explained to the com'te his Farm Finance Corporation, requiring a restriction of acreage to make safe a loan to the growers of the 10 years' average price, the growers agreeing to sell only at such a price as would repay the Government.

M. P. HILL, representing the National Farmers Grain Dealers Ass'n, on the third day, urged that a federal farm marketing board be created.

JOHN J. DILLON, publisher of the "Rural New Yorker," complained that all the governmental activities in the past had been in the direction of producing "more, more and more," with a tendency to create a surplus and knock down prices.

HARVIE JORDAN, organizer of the Better Farming Campaign, advocated loans of \$100,000,000 to enable the farmer to hold the surplus.

H. B. HAYDEN, banker, said legislation should not be enacted that would force private capital out of the agricultural industry.

C. F. CONNELL, sec'y of the Minnesota Wheat Growers Marketing Ass'n, indorsed the McNary bill without the equalization tax. He was of the opinion that the bill would destroy any use of grain or cotton exchanges.

S. J. COTTINGTON, pres. of the Farmers Grain Dealers Ass'n of Iowa, wanted a federal farm board to stabilize production as well as marketing. He wanted the members to be chosen from the co-operative ass'ns rather than territorially or politically. He opposed the equalization fee and the stabilization corporation, declaring no plan of surplus control could avoid disastrous consequences.

David H. Allen, pres. of the Illinois Farmers Grain Dealers Ass'n, concurred in Mr. Cottington's suggestions.

CHAS. W. HOLMAN, sec'y of the National Com'te on Co-operation, urged determined opposition to reclamation and irrigation projects.

JOHN VESECKY, of the Kansas Wheat Marketing Ass'n, advocated a stabilization corporation like the Canadian Wheat Pool.

E. CLEMENS HORST, of San Francisco, said most of the plans laid before Congress are no good. "I am not at all hopeful we are going to get anything of a helpful nature."

SENATOR BROOKHART: If the Food Administration had been continued after the war there would have been no depression in agriculture.

ARTHUR M. HYDE, secretary of agriculture: I am speaking for myself alone. I have long been interested in the ends to be accomplished by relief rather than by the legislative method.

The broad principles were set out in the party platforms submitted to the people. We have their verdict, a verdict which operates as a mandate to all of us, and which serves to chart our course for the present. The ideas laid down by the platform were positive and constructive. Broadly they proposed to attack the problem in three directions.

First, the revision of the tariff for better and greater protection of American agriculture. That subject is being dealt with elsewhere.

Second, reduction of transportation costs by development of inland waterways and highways. The advancement of this likewise lies in another quarter.

Third, the assistance of the Federal Government in reorganization of marketing systems thru which the farmer may obtain a more economical and more stable outlet to the consumer. There are some other fields of assistance to agriculture which I shall mention, which also bear upon the problem.

As we cannot foresee in advance the circumstances under which the powers of the Board are to be called into action, any attempt to write out too detailed legislative directions would probably serve only to defeat the purpose of the Board.

Our farm cooperatives are in need of capital with which to acquire further facilities and to expand their activities. The agricultural industry is in need of finance in supplement to the established financial institutions by which they will be enabled to hold their commodities until they themselves can place them in the market and not be forced to sell immediately upon completion of production. Capital is needed with which to purchase a portion of the occasional surplus or seasonal surplus and assure its orderly distribution over longer periods. The progress of many commodities from the producer to the consumer is most disorderly and wasteful; and especially in perishables, the terminal markets are flooded in one week and starved in the next. The result is undue fluctuation in the price and waste of the commodity itself. An enormous amount of unnecessary transportation takes place in the cross hauling of commodities in search of immediate market. There is great hardship upon the consumer, for with some perishables, the price is

almost doubled after the arrival of these commodities in terminal markets because of inadequate and wasteful terminal distribution.

There are a minority of dealers and shippers of farm commodities, particularly in the perishables, whose business practices are unfair—a great hardship upon the producer. There is entirely an inadequate grading and standardizing of certain commodities, with the result of uncertainty in prices and opportunity for advantage to be taken over the producer and for speculation against the consumer. There is an inadequate development of processing for disposal of occasional surpluses of many commodities into by-products. There are, in fact, great wastes in the whole chain of distribution which are a tax on both the producer and the consumer.

Our warehouse acts need amendment in order to facilitate more perfect action in the establishment of credit. We have need for some agency to pass upon the inauguration of further irrigation and reclamation projects so as to prevent increased production until such production is required for national purposes. We have need for a larger study and for action in the determination of better use of marginal lands and their devotion to either forestry or pasturage. We have need for a better understanding of the national requirements of each commodity from season to season, and more active instruction of the farmers as to the volume of production required.

We have need for a more exhaustive and accurate study of the different problems and wastes in distribution and the determination of their solution. We have need for a larger co-operation between the producers and distributors for the elimination of waste and more orderly marketing of products. When you consider that these needs and these difficulties arise, not in one commodity, but in scores of different commodities, and that the economic setting of each of these requirements and these problems is different, it is easy to realize the necessity of creating a broad authority rather than detailed plans.

When we come to the question of agencies that the Farm Board should rely upon in the solution of these questions, we have at hand the large growth and the great experience of our co-operative marketing ass'ns. They have already been organized by the farmers, they are farmer-controlled and farmer-owned. And in speaking of them I am not confining myself to the co-operative organizations as defined by the Capper Volstead Act, but I include the farmer owned elevators, the clearing houses, the farmer pools, they are all in essence farmer co-operatives. Such organizations have pioneered the way under great difficulties, have educated a large group of farmers in the problems of marketing, developed sense and stability in organization and management. We should take no action which would tend to supplant them or undermine their growth. It is largely upon these organizations that we should build the foundations of the collective action of the farmer. And such action will be the more consonant with American life. We want to build up the farmers themselves to control their products, not to build up bureaucracy.

It would seem to me desirable that the board, armed with resources and authority, could best work out these problems by receiving proposals from the various farmers marketing ass'ns. These proposals in many instances, particularly in handling stabilization questions or handling of facilities can well take the form of corporations created by these ass'ns and owned and managed by them, and aided with capital from the Board, under such restrictions as the Board should be authorized to apply. Of these restrictions it would seem to me desirable to insist that no operations should be supported which would stimulate increased production because by adding to a surplus we would defeat all relief.

Let me repeat that there is little in the way of accumulated experience to guide the Board. It must make its own history, and guide each



succeeding step it takes by the experience gained from the last. The mere enumeration of a few questions it must face is sufficient to show that there are many others that cannot be foreseen. All of which argues, to my mind, that if we are to create an instrumentality to which distressed agriculture can take its problems, that instrumentality must be clothed with broad and general authority.

F. B. WELLS spoke for the Chicago Board of Trade, Minneapolis Chamber of Commerce, Kansas City Board of Trade, St. Louis Merchants Exchange, Omaha Grain Exchange and New York Produce Exchange. He said, in part: While I do not believe that legislation can cure all agricultural ills, I feel confident that if the producers will assume their share of responsibility, and if they are given the assistance of a farm board of ability, the condition of agriculture can be greatly improved thru legislation of this character.

I can assure you that, as far as is consistent, the grain trade and the leading markets of the country will co-operate with the farm board and other agencies to see that this experiment receives a fair trial.

Unless the measure is administered on sound business principles, its failure is inevitable. The success of the program suggested depends primarily upon two factors—the character and ability of the individuals on the farm board, and the willingness of producers to organize and thru advisory councils to place before the board a statement of their problems and suggestions for relief.

If you agree with me that all agricultural relief legislation is of necessity experimental, and that the success or failure of any plan cannot be foretold, you will also concur in my conviction that until the success of any plan is demonstrated nothing should be done which would in any way jeopardize our existing marketing agencies, including especially our futures markets.

LOUIS J. TABER, master of the National Grange, spoke in favor of the export debenture scheme.

A. J. M'PHAIL, head of the Canadian Wheat Pool, alleged to the com'ite that the Pool had been successful in stabilizing prices. (?)

CARL VROOMAN, one time sec'y of agriculture under the Wilson administration, favored the government paying out \$500,000,000 in one year on the export debenture plan in combination with storing of surplus crops. (Carl would like to distribute the money.)

WM. BUTTERWORTH, pres. of the Chamber of Commerce of the United States, said: We favor the creation of a Federal Farm Board, the members to be appointed by the President of the United States, and charged with considering the problems peculiar to agriculture and submitting its conclusions and recommendations to Congress from time to time.

We support the principle of co-operative marketing based upon the established right of producers of agricultural commodities to act together in ass'ns, corporate or otherwise, with or without capital stock, in collectively processing and manufacturing, preparing for market, handling, marketing in interstate and foreign commerce, such products of persons so engaged, and recommend to producers of agricultural commodities association into such groups.

In view of our membership's commitments in other directions, this commitment in favor of co-operative marketing is to be interpreted as meaning that the Chamber advocates measures in support of co-operative marketing that are not discriminatory against other forms of private enterprise.

It is the belief of our membership that agricultural legislation, in its last analysis, can serve only to supplement efforts by our farmers themselves toward more economical production and distribution of their crops, and that the best interests of agriculture and all interdependent

industry are to be better served by continued adherence to the established American policy of governmental regulation and assistance to business and industry rather than by Government itself entering these fields.

MARTIN F. AMOROUS, Marietta, Ga., said the basis of the farmers' troubles was a government created system of marketing and an inexperienced and inefficient administration of the system by the Dept. of Agriculture.

VIRGIL JORDAN, chief economist of the National Industrial Conference Board, advocated government limitation of acreage and production. He said that unless something is done to help the farmer his condition will grow steadily worse.

THE HOUSE COM'ITE on Agriculture on Mar. 27 began its hearings on farm relief with 21 of the com'ite present.

CHESTER GRAY, lobbyist for the American Farm Bureau Federation, was the first to testify. He advocated a federal farm bureau, and declared any plan of controlling the surplus should have the power to penalize over-production. A stabilization corporation would be exposed to failure because it had no means of penalizing over-production.

S. J. COTTINGTON, Stanhope, Ia., did not think any more co-operative ass'ns should be encouraged, as there are already enough to take care of all commodities.

C. O. MOSER, manager of the American Cotton Growers Exchange, said his organization no longer favors the equalization tax. Over-production can not be remedied except at the point of production.

J. W. BRINTON, representing the Nebraska Wheat Growers, wanted \$400,000,000 as a revolving fund to combine state pools with local co-operative ass'ns.

DONALD D. CONN, managing director of the Associated California Fruit Industries, wanted compulsion on 25 per cent of an agricultural industry when 75% had gone into a pool in a certain area, to force all into the organization, including country shippers.

LLOYD S. TENNEY, representing the same organization, declared interstate shipments should be forced into the marketing organization, locals to be permitted to do as they pleased.

HOMER L. BRINKLEY, general manager of the Rice Growers Co-operative Ass'n, wanted a farm board and stabilization corporations.

EDWARD McKNIGHT of New York wanted a \$1,000,000,000 government agricultural corporation to establish prices.

SENATOR HOWELL of Nebraska wanted the equalization tax put on one commodity in order to get a test case before the Supreme Court.

DR. JOHN LEE COULTER, pres. of the North Dakota Agricultural College, wanted a drawback on imports of beef, for example, to be paid by exporters of packing house products, such as pork, for example. He objected to co-operatives naming the men to be members of the Federal Farm Board.

A. U. CHANEY, gen. mgr. of the co-operative cranberry exchange, said stabilization corporations would not work. Interference with the flow of produce would lower prices.

S. W. CROW, Aberdeen, S. D., representing the South Dakota Wheat Growers Ass'n, said corporations could not stabilize an American price above the world level without an equalization tax or an export debenture plan.

W. H. SETTLE, gen. mgr. of the Central States Soft Wheat Growers Ass'n, said all dealers in farm products should be taxed.

The House Com'ite authorized a sub-com'ite of five composed of Haugen, Purnell, Williams, Aswell and Kincheloe to draft a tentative bill.

## German Grain Bank Bankrupt.

Bankruptcies of grain dealers, farmers and other clients of the Getreide-Kreditbank A-G. (Grain Credit Bank, Ltd.) at Magdeburg, Germany, resulted in dropping the shares of the company from 75 to 15 per cent in the course of a few weeks. The bank was forced to purchase large amounts of property on which it had made loans.

Liabilities are estimated at approximately 8,000,000 marks (\$2,000,000); assets are not fully determined tho the bank is capitalized at 900,000 marks (approximately \$215,000). On the basis of the last balance sheet the directors are hoping to offer creditors 50% under bankruptcy proceedings.

Plainview, Tex.—A meeting of the Oklahoma-Texas Wheat Growers Ass'n recently held here showed the merged organization would likely handle about 2,000,000 bus. of wheat from the Panhandle plains. There are single stations in the Panhandle that handle over half that in a season and 2,000,000 bus. is small compared with the large crop the Panhandle will produce.

## Louie Hausam Returns to First Love.

Louie Hausam after chasing Dame Fortune in the oil fields of the Southwest for several years has returned to his first love.

He has again joined the B. C. Christopher & Co. organization and is to have charge of their cash grain department on the floor of the Hutchinson (Kan.) exchange.

For five years previous to his engaging in the oil business, Mr. Hausam was in the grain business at Hutchinson, then also being connected with B. C. Christopher & Co.

Mr. Hausam was elected to membership in the Hutchinson Board of Trade on April 8, transfer of membership from Jack Carrigan being approved by the exchange directorate. Jack Carrigan, local manager, will devote his entire attention to the option business in the future.



Louie Hausam, Hutchinson, Kan.



# Saskatchewan Grain Inquiry Drawing Out Interesting Facts

The Saskatchewan Royal Grain Inquiry Commission has been holding hearings at Winnipeg, Man., in the course of which it has developed much more reliable information than at the hearings held in the interior.

NORMAN LEACH, general manager of the Searle Terminal, Ltd., testified that he was a firm believer in the efficacy of the organized grain trade of North America. The company that he was associated with, said Mr. Leach, belonged to every organization which helped to improve the efficiency of their operation. Memberships in these organizations were a vital factor in helping to render a service to the grain growers thruout the west, who were benefitting by the facilities which provided any producer with an opportunity to sell his grain for cash, in any position, from the country elevators to the primary terminal markets, or if the producer wished, said Mr. Leach, he could obtain very liberal advances upon storage tickets and dispose of his grain at a later date. The companies he represented, said Mr. Leach, did not claim to be representative of any class or section in the community. They did claim, however, that they offered to any producer of grain in the West the benefit of an efficient, competitive method of marketing thru the greatest trade organizations of the world today. These organizations, said the witness, were founded upon and developed by economic use and necessity, and were constantly tuned to a pitch of highest efficiency by competitive evolution.

Mr. Leach then dealt with the history of the development of grain grading, and pointed out that in a very short period of years production had enormously increased and that from one inspector at Winnipeg the number had increased to 160, located not only at Winnipeg but at Fort William, Prince Rupert, Vancouver, Calgary, Edmonton, Moose Jaw, Saskatoon, and at Superior, Wisconsin, for grain going to Duluth.

He recommended the appointment of a com'te of experts more closely to define all grades. The com'te should satisfy the producer as far as possible in its new definitions, which should be intelligent, concise, and a concrete specification upon which a buyer of grain could rely as to quality. Grain should then be graded everywhere on the basis of those specifications. The major considerations of the com'te, said Mr. Leach, should be as to quality, condition, and cleanliness, and another factor should be the elimination of the present practice of allowing a certain proportion of wild oats and other noxious weed seeds to be classed as commercial grades.

APPEALS.—In 1925, 491 surveys were held at Winnipeg, 13.8% of the total being raised. At Calgary, 1,177 surveys were made, 29.3% being raised. The 1926 report showed that 533 appeals were held at Winnipeg, with 12% raised, and 1,668 appeals were held at Calgary, with 39.6% raised. The 1927 report showed that 1,501 appeals were considered at Winnipeg, with 9.4% raised, 938 appeals were held at Calgary, with 27% raised, and 1,245 were held at Edmonton, with 27% raised. The variation in these figures proved, said Mr. Leach, that there was something wrong with the appeal board system, either with the boards themselves or with the inspection staff at the points mentioned.

He thought that an appeal today was more or less a gamble or speculation, because if the grade arrived at by the inspector was appealed, it was usually a line decision. In any event, Mr. Leach considered it wrong that the grading should be discussed by all three members of the board acting together. Each member,

thought Mr. Leach, should consider the sample by himself.

Having abolished the present appeal boards and the grain standards board, Mr. Leach stated that he would set up a permanent appeal board of three qualified expert grain inspectors, located at Fort William. The recorded decisions of the men hearing the appeal together with their names would be available, so that everybody concerned would know who was responsible.

PLUGGING UP NON-POOL ELEVATORS.—Mr. Leach also pointed out that under the present system, when a pool elevator became filled with grain the pool farmer could put his grain into a non-pool house, which was handling that grain under contract with the pool and was also handling a large portion of the grain from the rest of the community. The pool farmer could sell his pool grain and take a cash ticket. He could plug up the line elevator, but his own name would still be down, and his neighbors' names might still be down, for cars to go to the pool elevator, and the line elevator would stay plugged. He had received the advantage of a certain portion of the capacity thus furnished, but the line elevator would be denied the shipping of a portion of the grain that had accumulated and was ready for shipment.

AUTOMATIC SAMPLER.—Questioned as to the use of the automatic sampler, Mr. Leach stated that it was still in the experimental stage, although he thought it had considerable merit taken at its face value. They were installed at his own elevators at the lake head but were really one of the refinements of modern elevator operation and it would take time to check up results. As to whether all sampling should be done with the automatic sampler, Mr. Leach said the matter should be considered in conjunction with his previous suggestion as to the constitution of the appeal board, but care would have to be exercised before upsetting the present system.

GEO. H. McIVOR, general sales manager of the central selling agency of the Pool, said dried wheat was not easy to sell, particularly if it had been improperly dried. The greatest difficulty was with the variation in the results of drying. Mr. McIvor instanced the case of two pool shipments of dried wheat from Vancouver to the same firm. The first shipment had been so satisfactory that a second shipment was ordered, but with the latter there had been serious complaints. Mr. McIvor was of the opinion that dried wheat should not be mixed with the straight grade, unless it was certain that no injury had been occasioned by the drying. It should be left to the inspection department, said Mr. McIvor, to decide whether dried wheat should be put out as "dried" or allowed to go in the straight grade.

MIXING AT MONTREAL.—The durum mixtures at Montreal with American varieties were lower grades. Mr. McIvor believed that this mixing had a bad effect on sales, because a lot of the durums in the U. S. were of low quality which ordinarily could not find a market. He thought the certificate issued at Montreal did not properly describe this mixture. The pool sometimes shipped lower grades out on the western certificate. Questioned as to whether buyers realized the difference between the eastern and western certificates, Mr. McIvor replied that foreign buyers in many cases probably did not know the real situation. The pool representatives in London and Italy, said Mr. McIvor, were quite concerned as to the mixing in Montreal, and he felt that even if this mixing was legal, the certificate should specify that American and Canadian durum had been mixed in

order that the mixture would not compete unfairly with durum going out on a western certificate. He had taken this matter up with the trade at Montreal and thought he had a fair idea as to the details. The pool was not doing the mixing, but he believed it was being carried out by American shippers at Montreal.

MIXING BY POOL.—Questioned as to whether the pool had taken in 216 different grades, Mr. McIvor stated that such was the case. He would not admit that only seven different qualities or grades had been sold in European and foreign markets, but pointed out that, including toughs and durums, probably over twenty grades were disposed of. Asked as to what became of the 195 remaining grades, Mr. McIvor replied that the central selling agency sold what was delivered to them from the provincial pools. He did not have the particulars of grades handled by the provincial pools, but would get it for the commission if required. Pressed on this point, Mr. McIvor stated that he presumed some of the grades were mixed.

A. E. ROSEVEAR, G. F. A. of the Canadian Northern, read some of the regulations of his road as to portable loaders, among them the following: At all points where there are no elevators, or at points where elevators are located but not in operation, the railway will not object to the use of portable grain loaders by anyone.

We will not allow portable grain loaders on our right-of-way if such loaders are owned by an outside party and used for commercial purposes at points where country elevators are in operation.

Mr. Rosevear further explained to the commission that the railway regarded all elevators on the right-of-way as being of material assistance in the grain movement and therefore they did not favor anything which militated against the ordinary elevators.

GRAIN BAG BULKHEADS.—The witness stated that twelve such cases had come to his notice, because application had been made for refunding the extra freight charges which had been made on the bulkhead cars. These refunds had been allowed. Questioned as to whether he considered this method of bulkheading to be efficient, Mr. Rosevear replied to the effect that if sacks loaded with sand kept the Mississippi from overflowing, he saw no reason why bags loosely filled with grain should not keep grain from flowing.

C. E. HAYLES, general manager of the Canadian Consolidated Grain Co., said he did not think that over-grading was general. In his experience during the last three years he could not remember that any agent had come out even or ahead. If a man persisted in over-grading, his services would be dispensed with, and he could not see that any more drastic regulation could be put into effect. It was true that when an agent was discharged his record was filed with the inspection bureau of the Northwest Grain Dealers Ass'n, but this did not mean that other companies would not employ him. He had personally employed men who had been released by other companies. If the board had the power of refusing to license agents, Mr. Hayles thought that men might have less opportunity for re-employment, because personal knowledge of the men would not enter into the board's considerations.

MATTHEW SNOW, a member of the Board of Grain Commissioners, said that service in storing grain by country elevators is supplied at a loss to the operator of about two cents a bushel. Witness was not sure how the operator made up his loss but he said he might make part, or all, of it up by the purchase of grain, or possibly by his connection with the terminal elevator.

Private crop experts who met at Chicago last week agreed to give out their monthly crop reports on the same dates each month. The date will be the second of each month, except Sept. 3, Nov. 1 and Dec. 10.



## A Kansas Corn Elevator.

A town in the good farming country of Northeastern Kansas can not be long without facilities to move the crops to market, so that after the elevator of the Richland Co-operative Grain Co. at Richland, about 15 miles south of Topeka, on the Missouri Pacific, was burned Jan. 17, 1928, Albert Neese, local banker, who bought the real estate, office and scales let the contract in July to the A. F. Roberts Construction Co. for a new elevator to be built for economical operation.

The elevator has storage capacity for 15,000 bus., against 5,000 bus. in the burned building, and stands on a high concrete basement foundation, about 300 ft. distant from the old site on the side of a hill.

The grain handling equipment includes all steel Kewanee Lift to dump loads from both truck and wagons to two large receiving sinks for ear corn and small grain respectively, a corn leg with 14-in. 6-ply belt having 6x13 salem buckets, a small grain leg with 12-in. belt having 5x11 salem buckets, Birchard Distributor with Hall Indicator, automatic 6-bu. Richardson Scale, Sidney Sheller and Boot Combined, Western Steel Grain Feeder, No. 34 Western Gyrating Corn Cleaner and Western Manlift. In the warehouse a freight lift of 1,000 lbs. capacity is used to raise feed from one floor to the other.

Under the grain outlet of the corn cleaner on the lower floor of the cupola is a distributor whereby the corn can be diverted into different bins as to kind, grade or color by simply turning the indicator located on the work floor; or, if desired, corn can be loaded directly thru automatic scales to car. It is one of the few installations of this kind. The combined sheller and boot also is new in this part of the country.

The motive power and its application was given careful study with the result of an arrangement for control of clutches not found in many elevators. The 25-h.p. Fairbanks-Morse Oil Engine of type Y is equipped with an air starter. The Fairbanks-Morse Air Compressor delivers air at 250 lbs. for the air starter and 125 lbs. pressure for the storage tanks of the Kewanee Lift. From the engine power is transmitted by belt to line shaft, the belt driving a pulley that is thrown in and out of engagement with the line shaft by a No. 10 Western Friction Clutch.

The line shaft extends from the engine

room thru a bin into the pit just under the workroom floor, across the pit room, thru a bin and into the warehouse attached to elevator. After leaving the engine room the first clutch on this line shaft is a No. 10 Western with a 3-groove sheave for a 1¼-inch manila rope transmission to a 4-groove sheave in the cupola, on a line shaft driving the two legs by chain and sprocket and the cleaner by belt and pulley. Each of these drives is controlled by friction clutches, as are the belt drives in the pit from line shaft to sheller and Western Feeder and the grinding mill. The levers of all of these clutches are brought to one control point in the work room from which point each unit can be easily handled, so that all the work can be done by one man.

The responsibility of operating the plant devolves upon W. D. Allen, as manager, whose portrait is reproduced in the engraving herewith. The new company, known as the Richland Elevator Co., handles coal, flour and mill feed as side lines.

## Trade Practice Conferences.

A round-table discussion of trade practice conferences will be held in connection with the 17th annual meeting of the Chamber of Commerce of the United States at Washington, April 29 to May 3.

The development of the trade practice conference movement as a means of promoting self-regulation of business is followed with great interest by all lines of industry and is supported actively by the National Chamber.

The National Chamber's interest in trade practice conferences is a logical development of the position taken by it for self-regulation by business and the development and use of trade ass'ns of sound codes of business practice.

A continuation of wasteful and harmful practices making for unfair competition and of practices that are uneconomic and unbusiness-like is putting such a serious burden upon business that more than 100 industries, thru their ass'ns, have either gone thru a trade practice conference or are preparing for such a conference.

Representatives of a number of these industries will attend the round-table and take part in the discussion in the light of their experiences with trade practice conference. In order to facilitate the discussion, which will be informal in character, the following questions relating to trade practice conferences have been listed for consideration:

Has the adoption of codes of business practice by industry been effective in securing the results desired?

What practices may be eliminated thru a conference?

Can an industry which has no trade ass'n adopt and administer a program for improved trade relations?

What procedure have trade ass'ns found most satisfactory in preparing an industry for a conference?

What preliminary work is necessary to provide sound basis for conference?

Is the conference covering the vertical set-up of an industry a practical one?

May a separate section or part of an industry prepare effectively for a conference?

May an industry set up machinery to secure observance of conference rules?

What results are being secured in the enforcement of agreement resulting from conference?

How far should an industry go in accepting responsibility for policing of an agreement?

How far do state anti-trust laws apply to agreements concluded at trade practice conferences?

Is additional statutory authorization necessary to the effectiveness of a conference?

In formulating rules for a trade practice conference, to what extent are the conferees under obligation to pass upon the soundness of such rules from the viewpoint of federal law?

Rome, Italy.—A tariff equal to 20c per bu. has been placed on durum wheat being imported in order to help Italian wheat growers. Heretofore Italy has been the largest market for durum wheat grown in America. Spaghetti will be more expensive in Rome.

## Corn Borer Works on Preferred Varieties.

The European corn borer seems to prefer some varieties of corn to others, M. T. Myers, assistant in agronomy, says, in reporting tests made by the Ohio Agricultural Experiment Station, in the most severely infested area in Ohio.

The station compared 252 crosses between inbred lines of field corn grown in an early planted series of plots and a late planted series. The infestation in the first series, planted May 13, varied from 20 to 100 per cent among the different strains. In the second series the infestation ranged from none on some plots to 80 per cent on others. There was a tendency for the strains that were highly infested in one series to be high in the other.

These 252 strains varied in length of growing season from very early to late maturing. The earliest strains reached the mid-date of silking about 77 days after planting May 13 and 64 days after planting June 10. The latest strains required 97 and 84 days in the respective plantings to reach the silking stage.

When the strains were arranged according to the length of time from planting to silking, it was found that the average infestation was 2.19 per cent less in the first planting and 1.14 per cent less in the second planting for each day of increase in the vegetative period of the strain.

The early strains are thus at a disadvantage in that they carry more corn borers. They are also more readily damaged than the larger, later sorts. On the other hand, Myers points out, if later planting is practiced to reduce infestation, as it has been found to do, early varieties must be planted to secure mature corn at harvest.

Rep. Clark of Fraser, N. Y., a member of the House Com'te on Agriculture, is strong for federal warehousing. He believes that co-operatives making use of Federal government funds should store their commodities in Federal licensed warehouses only, so the political barnacles will have more to do.



W. D. Allen, Richland, Kan., Manager of the Richland Elevator Co.



15,000 bu. Elevator of Richland Elevator Co., Richland, Kan.



## Suits by Carriers to Collect Freight.

[Concluded from page 436]

Pacific Ry. Co. v. Pleasant River Granite Co., 116 Me. 496, 102 A. 298, and Montpelier & Wells River R. R. v. Bianchi & Son, 95 Vt. 81, 113 A. 534, the goods were deliverable to a named consignee, but the B/L was signed by the shipper in his own name, and the shipper for that reason was held liable. In Boston & Maine R. R. v. National Orange Co., 232 Mass. 351, 122 N. E. 313, the goods were deliverable to a named consignee, but he was the agent of the shipper, who was also the owner, and the shipper was held liable.

We have found no case where a shipper, the owner of the goods, signed the B/L and was described therein as both consignor and consignee and the shipment was made for his benefit, which holds that the shipper is not liable for the freight charges when sued by the carrier, and we think that none can be found in the books. Under the agreed facts and the testimony, there is no evidence of any fact which can relieve the association from its liability or upon which the verdict of the jury can be sustained. The plaintiff was entitled to a direct verdict, and it was error for the court to refuse to direct a verdict for plaintiff for the amount of freight charges prayed for in both complaints.—272 Pac. Rep. 281.

## Carrier Could Not Collect from Consignee.

The Supreme Court of New Jersey in New York Cent. R. Co. v. Erselio Stanziale, on Dec. 11, 1928, decided against the railroad company in its attempt to collect freight charges from a consignee.

Shipment was made by one Conforti and consigned to defendant, Stanziale, but before delivery Stanziale sold the goods in transit to one Corrado to whom the B/L was delivered, and the sale was made subject to all freight charges. The railroad company was notified of this sale but made the delivery to Corrado without collecting the freight charges. The way for handlers of shipments to protect themselves from unjust demands for freight charges properly payable by others is clearly indicated in the following decision by

**Judge Smith:** The railroad, of course, has the right to insist upon the payment of freight before delivery. The B/L contains a further provision with regard to who is liable for the freight. This is section 7 of the contract terms and conditions contained on the back of the B/L. The important parts of the provision are as follows:

"Section 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this B/L until all tariff rates and charges thereon have been paid."

**Consignee Not Liable.**—The mere fact that the person is named a consignee, or is the owner of the goods, does not render him liable for the payment of freight. To hold the owner or consignee, he must acquiesce or agree to the B/L by some express or implied agreement, and the exercise of dominion over the goods is sufficient to render him bound by the B/L.

The defendant became owner of the shipment and was the named consignee. He did not take delivery of the goods, but sold the goods subject to the payment of freight. He, of course, became bound by the terms of the B/L in doing this; but his liability does not extend beyond the terms of the provision of the B/L under which he is held liable.

**Consignee Can Rely on Sec. 7.**—The plaintiff knew of the sale, and delivered the goods to the purchaser without collecting the freight. Section 7 of the terms of the B/L provides that the owner or consignee shall pay the freight, but it has the further provision in the same sentence that the railroad shall not deliver or relinquish possession at the destination of the property covered by the B/L until all tariff rates and charges thereon have been paid. The named consignee and owner, in disposing of the property and notifying the railroad of the sale, may rely upon this provision as protecting him against liability for the payment of the freight.

The case of New York Central R. Co. v. Ross Lumber Co., 234 N. Y. 261, 137 N. E. 324, 24 A. L. R. 1160, which has been relied upon as rendering the named consignee liable, where the property was delivered to a third person, is not an authority covering this case. In that case the delivery to the third person was upon order of the consignee, and it might well be that the railroad might assume that the person to whom delivery was made was merely the agent of the consignee. The court in its opinion states, in referring to the notice which the defendant gave to the railroad company, advising them as to the delivery to the third person, that the language in the letter was not contractual, and says: "It is unnecessary to con-

sider what would be the rights of the parties, if the plaintiff had been chargeable with notice, before the delivery of the goods by it, that the defendant was not the owner of the goods."

I therefore find that the defendant, on notifying the railroad company that the goods had been sold subject to the payment of freight, was released from liability for the payment of freight under section 7 of the terms of the B/L; it being the duty of the plaintiff to collect the freight from the new owner, on delivery to him, or from the consignor.—143 Atl. Rep. 834.

## Factors Influencing Value of Grain at Terminal Markets.

By E. L. Morris, W. P. Carroll and F. G. Smith of Federal Grain Supervision

The presence of a high percentage of dockage, especially in wheat and rye, as received in carload lots at the terminal markets, not only increases the freight cost per bushel, but tends to conceal the true quality of the grain and necessarily has an adverse effect on the price. There is also the problem of getting accurate, representative samples for inspection.

Grain should be cleaned at the country points and the dockage or screenings removed should be kept for feed to save freight. Unless the dockage consists of valuable feed, such as wild oats or cracked grain, not much is paid by the purchasers at terminals for this material, since there is a cleaning cost and a probable loss in weight by cleaning and handling.

**MIXTURES.**—One of the main factors considered in grain grades is the mixture of different classes of wheat, such as Hard Red Spring in Durum, and Durum in Hard Red Spring. During the past several years grain inspection records in terminals show a noticeable increase in the quantity of these admixtures, especially the Hard Red Spring in Durum. Probably as much discount has been received by wheat farmers and country shippers in the spring wheat section for admixtures of other wheats during the last two or three years as for any other one factor. Clean sound wheat, representing the best varieties, unmixed, will soon repay the country grain shippers and producers for care in planting, harvesting, handling and shipping such grain.

**DURUM WHEAT** is especially undesirable in the Hard Red Spring, and consequently is discounted particularly by mill buyers. Manufacturers of semolina for macaroni do not want any appreciable percentage of other classes of wheat in Durum, so they discount Durum containing mixtures of other wheats. Producers should grow pure types of the desirable varieties of wheat, both for bread-making purposes and for macaroni. The milling industry soon discovers good quality wheat, as well as undesirable varieties, and will pay premiums for the high quality, especially if the grain is free from admixtures of any kind.

**DAMAGE.**—Because of bad weather conditions at harvest time a considerable quantity of grain becomes damaged, thus lowering the quality. This is particularly true of wheat. Excessive rain naturally increases the moisture content of the grain, which adds to the hazard of storing or shipping such grain. Farmers can not control weather conditions but they can, to some extent, reduce some of the trouble by using better harvesting methods. Grain should not be harvested or threshed while the dew is heavy or too soon after a rain.

During the past few years, there has been a most important change in the method of harvesting wheat in the Southwest, brought about by the introduction of the combine harvester-thresher. Its use is now quite general in the wheat-producing States east of the Rocky Mountains.

It is generally agreed that the combine, when operated in the proper manner, lowers the cost of harvesting and threshing by shortening the harvesting and threshing period and reducing the amount of labor required. The advantages gained from the use of the combine may be at least partially lost, however, if certain principles are not followed in harvesting the wheat. It is

as important to place the wheat of high grade at top price on the market as to reduce the cost of production. It is well known that if wheat is to be graded high and is to bring the highest price, it must be marketed clean, sound, dry and free from damaged kernels.

**EXCESS MOISTURE.**—Grain inspection records in the important markets show that large quantities of wheat received each year fail to meet the requirements of the higher grades because of excess moisture content. Records of the United States Department of Agriculture show that several years ago, wheat marketed from the combines during the months of July and August, as compared with wheat marketed during similar months from the binder and header, contained approximately 2.0 per cent more moisture.

Emphasis is placed on the fact that excess moisture in wheat contributes to practically all of the present difficulties in wheat and is indirectly, at least, responsible for a large part of the lower grade wheat. This fact is recognized by the Department of Agriculture, agricultural colleges, the grain industry, and the successful wheat producers. With the continued use of the combine, which is assured, these problems must be solved and a larger proportion of wheat of good quality and condition must be placed on the market.

Market discounts increase with the increase of moisture in the wheat. In fact, excess moisture content is directly responsible for most of the ills of wheat. It affects directly the test weight per bushel, as dry grain has a higher test weight per bushel than damp grain. Excess moisture contributes to the presence of damaged kernels, heat damage, musty odors, heating and hot wheat.

**SMUTTY WHEAT AND ERGOTY RYE.**—The percentage of smutty wheat and of ergot in rye, for the 1928 crop received at Northwestern terminals, was high. During October approximately 35 per cent of the Durum and Mixed Durum wheat receipts were graded smutty. About 15 per cent of the Hard Red Spring wheat of the 14,640 car receipts was smutty. Over 16 per cent of the 7,313 cars of Hard Winter was graded smutty during October, 1928, at the different inspection points in Kansas and neighboring Missouri points. Nearly 40 per cent of the September rye receipts and about 60 per cent of the October rye receipts at Northwestern terminals were graded as ergoty by the grain inspectors. The discount for smutty wheat on account of the large volume ranged from two to eight or ten cents per bushel, according to the degree. Much of the smutty wheat was washed at a considerable cost. The discount for ergoty rye has been as high as one cent per bushel for each one-tenth per cent of ergot.

**St. Paul, Minn.**—A bill in the Minnesota legislature would authorize the State Board of Control to purchase the products of the State Testing Mill, at Minneapolis, which are not used for scientific purposes and extends authorization to the Commissioner of Agriculture to sell such products of the mill. What will be done with the proceeds?

**Ottawa, Ont.**—The three presidents of the three western wheatpools are appearing before the agricultural com'te of the House of Commons, recommending dismissal of the present board of grain commissioners and appointment of a new board with five members. Evidently the farm agitators would destroy those they cannot control.

**Blackstrap molasses**, produced as a by product from the manufacture of cane sugar, is the only molasses that figures in the feeding industry. Increased production of beet sugar molasses would not help the farmers, since the chemical composition of beet molasses is such that, when fed in large quantities, it has a deleterious effect on the animal, according to a statement made by John L. Craig to the House Ways and Means Com'te.



## Supply Trade

CALCUTTA mills have been reclassified according to the quality of their burlap products, into four groups of heavy-weight and four groups of lightweight burlaps. This move was initiated by Bemis Bro. Bag Co., and the classification is generally accepted in the burlap trade.

A DECISION on trade mark protection is expected from the U. S. Supreme Court shortly. A question has been raised on whether a protection is extended a firm's trademark in territory where it has done no business before under the present Trade Mark Act. Some State decisions hold that the Act gives full protection to the registrant and owner in all states.

KANSAS CITY, MO.—The Patti Construction Co. was recently organized to conduct a grain elevator contracting business. S. Patti is president. He formerly was a general contractor. John Thompson, formerly with Witherspoon-Englar, and in business for himself for the past year, is general manager of the new enterprise. No designing will be done.

SKF INDUSTRIES, INC., announces that the Buffalo, Detroit and San Francisco district offices of the company are now located in new headquarters to better serve SKF customers. The personnel of the various offices remains the same. The Buffalo office has moved to Main and Genesee streets; Detroit office to 2820 East Grand boulevard; San Francisco office to 221 Eleventh street.

VANCOUVER, B. C.—Robt. J. Smith, member of the firm of Smith Bros. & Wilson, Ltd., and for many years connected with grain elevator construction at the head of the lakes and this city, died April 4 after a brief illness. Mr. Smith came to this city several years ago from Port Arthur to supervise the construction of the Burrage elevator, the Alberta Wheat Pool elevator and the Panama Pacific elevator at Victoria.

MARION, O.—Haines Feed Mixers have been recently installed by J. C. Walker & Son, Kinzer, Pa.; Hugo W. Anderson, Barnum, Minn.; Geo. Helm, Stockton, Mo.; L. H. Allen, Tolar, Tex.; J. L. Stauffer and J. C. Walker & Son, Gap, Pa.; D. Iden & Son, Hanoverton, O.; D. A. Thomas & Son, Saegertown, Pa.; W. M. Zook & Son, Rothville, Pa.; John Connolly and W. C. Elrod, Fair Play, Mo.; Harry H. Riecke, Preston, Md.; Johnson & Clark, Alexandria, O.; Farmers Exchange, Bolivar, Mo.; G. A. McCracken, Mannford, Okla.; Mitchell-Maskrey & Co., Maquoketa, Ia.; F. F. Aydt, Dalhgren, Ill.

UTICA, N. Y.—Recent sales of Jay Bee Hammer Mills were made to Sampson Service, Clinton, N. C.; Russell French, Findlay, O.; G. Bernd Co., Macon, Ga.; Ernest Striby, Denver, Ia.; Connecticut Molded Products Corp., Meriden, Conn.; H. Grogg, Chicago, Ill.; Friona Gin Co., Friona, Tex.; D. B. Rang, Willard, O.; Johnson Bros., Shenandoah, Ia.; E. E. Thompson, Mt. Perry, O.; Palmer & Nelson, New London, O.; Wm. Graff & Son, Warsaw, Ind.; Liners Lewis, Ferdrand, Pa.; Star Engineering Co., Wichita, Kan.; Chas. Bayman, Black Lick, O.; Creek Trading Co., Okemah, Okla.; T. A. Halfman & Son, Chilloa, Wis.; Coyle Cotton & Produce Co., Pawnee, Okla.

MUNCY, PA.—Recent installations of Unique equipment manufactured by the Robinson Manufacturing Co., include Iron Clad corn crushers to Felix & Lindsey at Newville, Pa.; and W. F. Mosser & Son, Springtown, Pa.; Unique vertical batch mixers to Muth Bros., Elizabethtown, Pa.;

Preston & Jaquish, Troy, Pa.; and E. W. Custer, Mechanicsburg, Pa.

SCHENECTADY, N. Y.—Twenty-eight awards have been granted General Electric employees during the past year by the Charles A. Coffin Foundation in recognition of contributions toward efficiency and progress in electricity and electrical appliances. Among them are Walter L. Greene, staff artist, for art work in painting advertising scenes, and T. F. Barton, Delmar D. Chase and Arthur R. Smith for development of a double-winding type of electric generator. Others received awards for better insulation of high-capacity transformers, development of cost-reducing, time-saving, and structural strengthening methods in manufacturing various electrical devices, and display of unusual initiative and resource in sales.

Chicago, Ill.—Arthur W. Cutten, famed for his operations on the boards of trade and the stock markets, is said to be considering building a \$2,000,000 civic center with a 300-acre playground adjacent, in his home town of Guelph, Ont.

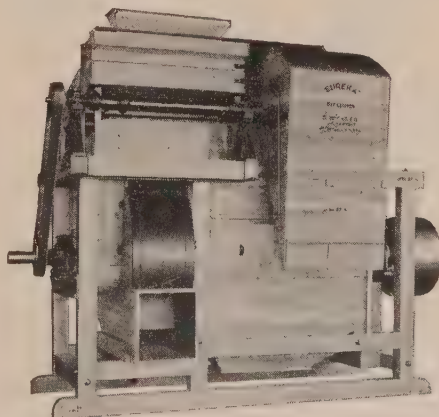
Tennessee's proposed one-fifth of one per cent tax on gross business, known as the "sales tax bill," has been killed. The Governor of Tennessee is said to have favored a local farm relief program whereby this plan would be used and the tax on land abolished. A tax on expenditures would help to check extravagance and waste. The tax on incomes discourages thrift, enterprise and industry.

## New Catalog of Oat Clippers.

Since clipped oats sell readily at an advance over unclipped handlers of oats in large quantities find it profitable to have an oat clipper included in the equipment of their elevators. Even operators of smaller elevators find it profitable to use the clipper to clip off the long end, remove the dust, brighten up the berries and leave the oats in condition to grade higher everywhere.

Wheat that has grown or become rusty and musty, as well as that which is smutty, can be run thru the clipper for a thorough cleaning. Where space is available for but one machine it is possible to install a combination scourer, clipper and cleaner, equipped with wheat and oats screens.

Valuable "tips" on clipping are given in the new catalog, No. 116, of the S. Howes Co., illustrating and describing in great detail the "Eureka" and "Invincible" Oat Clippers, Wheat Smutters, Barley Scourers and Limers, information that should be in the hands of every grain handler who would be in position to improve the quality of the grain received and shipped.



Eureka Oat Clipper.

## Paper from Cornstalks.

Dr. Henry G. Knight, chief of the Bureau of Chemistry and Soils of the U. S. Dept. of Agriculture, speaking before the Ohio Chamber of Commerce at Columbus, Mar. 23, said:

Cornstalk paper pulp is being produced, and during the past year at least one book and editions of several newspapers and at least two farm papers were printed on paper containing a high percentage of cornstalk pulp. Experiments carried on in the Bureau of Chemistry and Soils, and also by Doctor Sweeney at the Iowa State College, Ames, Ia., have shown conclusively that cornstalk pulp makes satisfactory wall board. Those considering the use of cornstalks for the manufacture of paper, however, have similar problems to meet as had those who considered the manufacture of sugar cane bagasse into similar materials. If the cost of collecting the raw material at the mill and the cost of putting this material through the factory can be reduced to the point where it can compete with wood pulp there is little doubt but that an industry can and will be established.

Very satisfactory paper and fiber board were manufactured from sugar cane bagasse a quarter of a century ago. It was only when a large manufacturing company succeeded in working out the economies of handling and transporting bagasse that a stable industry was created.

What is needed in the case of straw and other products is a careful determination of their comparative value as a fuel, a fodder, or a fertilizer, as against their value for manufacture.

Paper manufacturers insist that the supply of stalks is not large enough to displace much wood pulp.

Washington, D. C.—Walter H. Newton, Minneapolis, representative of the 5th district of Minnesota, has been named secretary to President Hoover. He is personally well known to most of the influential grain men of Minneapolis and has long been recognized as a friend of the grain trade.

German millers unions, cooperating with the council of agriculture, have adopted grain standards which they plan to present to the grain handlers. They divide native wheat into gluten, white and ordinary wheats and fix maximum moisture of 17% for gluten, 18.25% for white and 19% for ordinary wheat.

New York, N. Y.—A new broker's quotation board to eliminate "board boys" and manual posting of price changes has been developed to meet the heavy demands of 6,000,000-share days and constantly increasing lists of stocks or futures. These broker's boards are operated from a centrally operated board by the use of electricity. They are expected to be available at an early date.

Wheat acreage of the world has been reduced 4.3 per cent. Thirteen countries, including Canada, the United States and eight European countries have reported on area sown to winter wheat, and the total acreage of these countries is 116,411,000 as compared with 121,583,000 acres for the 1928 crop. This is a reduction of 4.3 per cent. However, this does not insure a reduction in the production.

Warsaw, Poland.—Purchase by the Polish government of 20,000 tons of rye to increase the government reserve stock of grain is under consideration. While the state grain reserve is not insufficient for protection during the slack season just ahead of harvest, the new purchase is designed to help the farmers who complain of low prices. Farmers will always complain of low prices if they see any chance of selling at a premium to the Government.



## Patents Granted

**1,706,760. Process of Treating Grain.** Henry J. White, New York, N. Y., assignor to Bethlehem Milling Co., a corporation of Delaware. The process of treating grain particles, consisting in mixing carbonate of potash with the grain particles in the presence of heat.

**1,706,268. Chain Conveyor.** Norman Paul Wagner, Tamaqua, Pa. A conveyor chain having flight carrying links, a pivotal connection between overlapping links and a stop on one link situated to engage an adjoining link, and a lug on one link in the path of the stop on a connected link when endwise movements of the links relative to one another takes place.

**1,706,695. Treatment of Seed.** August Klages, Magdeburg-Sudost, Germany. A composition of matter for the treatment of seed in order to destroy noxious agents, such as bacteria and the like, said composition consisting of the complex mercury compound salt obtained by the action of mercuric chloride on aniline hydrochloride in aqueous solution, and of an alkali metal chloride.

**1,706,292. Conveying and Measuring Apparatus.** Arthur W. Heyman, Northampton, Pa. Feeding and measuring apparatus for handling granular or pulverulent material including a screw conveyor and a housing therefore, the housing including an adjustable top having an arcuate groove in its under face struck from the same center as the screw, whereby it may partially embrace the screw and prevent flooding of material between the screw and the top of the housing.

**1,705,302. Grain Recleaner.** Haakon Mjolsness, Minneapolis, Minn. A grain separator and recleaning device including, a separating trough in the separator, a grain receiving cylinder having means for carrying grain in the surface thereof, to raise it to the separating trough and an independently adjustable retarding means disposed in and substantially at right angles to the longitudinal axis of the cylinder adapted to hold the grain at a predetermined level in the cylinder for the purpose specified.

**1,705,558. Belt Conveyor.** Edward Cuddihy, Tooele, Utah. A self-aligning troughing idler unit comprising a base, a pair of inclined and oppositely disposed idler pulleys for carrying the opposite edges of a belt, each of the pulleys having the form of a cylinder terminating in an outer conical flange, means on the base supporting the pulleys for rotation about their respective axes, and means pivotally supporting the base for rotation about an axis located beyond the axes of the pulleys.

**1,707,206. Conveyor for Bran or Light Material.** George Bernert, Milwaukee, Wis. The method of loading bran and similar light material into a receptacle by a pressure current of air which consists in substantially closing the receptacle, in discharging the pressure current of air and conveyed material into the receptacle, in providing a vent for air discharged into the receptacle and in associating means with the vent for controlling the pressure of air in the receptacle and the discharge velocity of the air therefrom whereby the loss of fine material is overcome.

**1,707,064. Grain Door.** Fred L. Martin, Eugene F. Hughes and John C. McNellis, DeGraff, Minn. McNellis assignor to Daniel J. Hughes, De Graff, Minn. The combination with a car having an opening and provided with spaced uprights at the sides of the opening, of a removable closure including a body, sills secured to the upper and lower ends of the body and extending beyond the front or outer side of the body, the sills being provided at their ends with notches receiving the uprights and deep enough to permit the outer side of the closure to lie in full abutting contact with the inner sides of the uprights, and retaining elements passing thru the body and engaging the uprights.

**1,707,360. Method for Conditioning Beans.** John H. McFarland, Merrill, assignor of one-fourth to Frank B. Walcott, Wheeler, Mich. The method of conditioning beans that consists in agitating the beans in the presence of

granular polishing material in such manner as to cause the beans to hit against each other and thereby knock particles of dust and dirt from their surfaces, and simultaneously directing against the material while being so agitated, a stream of air heated to between one hundred degrees and one hundred fifty degrees centigrade, and of force sufficient to carry the particles of dust clear from the mass of material with out carrying away the granules of polishing material.

**1,705,478. Grain Elevator Leg.** Arthur J. Hartley, Peoria, Ill. The grain elevator comprises a head portion, boot portion, an intermediate elevating section including therein an endless chain elevating mechanism, and means for adjusting the endless chain elevating mechanism comprising a sprocket for the endless chain, a bearing for said sprocket, a bearing supporting member having one end disposed within the boot member and supporting the said bearing, the opposite end thereof being disposed exteriorly of the elevator, and means connected with said exteriorly disposed portion of the bearing supporting member permitting adjustment thereof to vary the tension of the endless chain mechanism.

**1,706,787. Grain Separator.** Francis M. Kellie, Wauneta, Neb. A grain separating device comprising a bin, a blower fan, a discharge pipe extending upwardly from the blower fan and provided with a plurality of air passages, a feed screw for feeding grain from the bin into the discharge pipe, the discharge pipe adjacent its upper end being provided with a downwardly extending passage into which heavy grain drops, a bin at the lower end of the downwardly extending passages, means for discharging grain from this bin into one of the passages of the pipe opposite the bin whereby the grain can be conveyed and discharged by the blower and means for operating the blower, feed screw and conveying means carried by the bin from a single source of power.

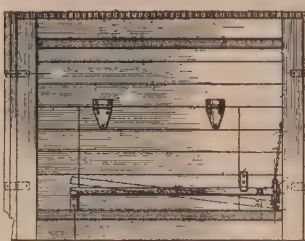
**1,706,203. Mixing Conveyor.** Andrews Allen, Glencoe, Ill., assignor to Allen & Garcia Co., Chicago, Ill. A mixing conveyor including an endless belt arranged to provide a table to receive material thereon from a source of supply and a delivery portion, the belt being disposed with its upper run diverted at the end of the table portion out of the plane thereof and out of the plane of the delivery portion thus forming a gap in the direction of movement of the mass, a chute bridging said gap adapted to deliver the mass from the table portion to the delivery portion of the conveyor, the chute having a gate therein, a second conveyor disposed in angular relation to the first conveyor and arranged below the gate, and means for delivering material from the second

conveyor onto the delivery portion of the first conveyor.

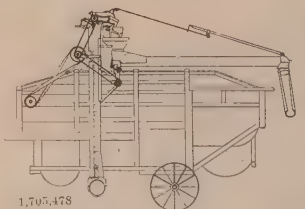
**1,706,800. Attachment for Grain Purifiers.** Thos. A. McWilliams, Omer C. Parman and Albert R. Overall, Nashville, Tenn., assignors to F. M. Farris, Nashville. In a grain purifier, a suction pipe, a plurality of tubular members depending from and in communication with the suction pipe, a plurality of downwardly flaring suction hoods opening downwardly in close proximity to the screen cloth and, each having an upstanding tube telescoping and adjustable in one of the tubular hood supports, a regulable air valve in the intake end of the suction pipe to control the suction communicated to the tubular hood supports, each of the tubular hood supports, having an opening, and an apertured collar around each of the tubular hood supports, coacting with the opening thereof to form an air valve for individually controlling the suction through the respective hoods supported thereby.

**1,705,885. Automatic Feeder.** Frederick N. Whitesell, Chicago, assignor to Fairbanks, Morse & Co., Chicago, Ill. The feeder consists of a hopper, a measuring chamber communicating therewith and having an inclined floor over which the material rolls or slides during its entire passage thru the measuring chamber, the chamber having top and bottom material ports, a door at the bottom port, means for controlling the upper port, and means intermediate of the ends of the chamber and out of the direct path of the material adjustably projectable across the path of the material through the chamber, for varying the effective capacity of the measuring chamber; the floors of the hopper, the measuring chamber and the lower port door being inclined substantially at the same angle.

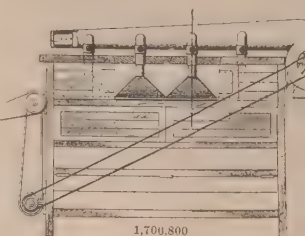
**1,704,731. Conveyor for Discharging Bins.** Gustav Bernhard Eggert, Saginaw, Mich., assignor to Baker-Perkins Co., Saginaw. The bin has slanting sides, a housing connected to the slanting sides of the said bin, a conveyor shaft extending in the said housing from its outlet to its opposite closed end, hangers carried by the housing for supporting the shaft, a plurality of screw conveyor spirals fixed to the shaft between the hangers and divided into a distinct number of sections, the spirals of each section having the same diameter, but the diameters of the different sections increasing in length from that section nearest to the closed end of the housing to the outlet thereof, a plurality of half-circular troughs, corresponding to the sections and arranged coaxially to the shaft, and in all sections at an equal distance from the corresponding spirals rotating therein, and bridges connecting the troughs.



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1,705,478.



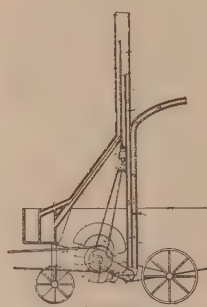
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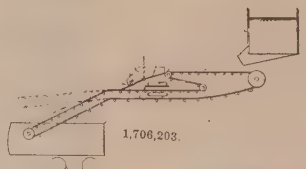
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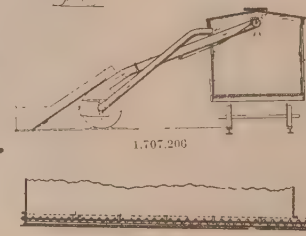
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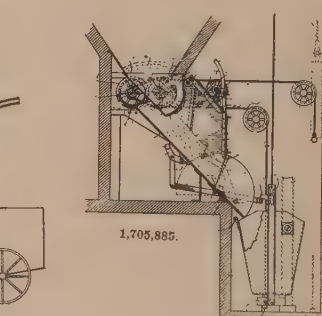
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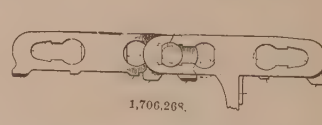
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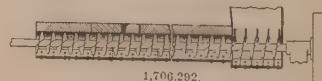
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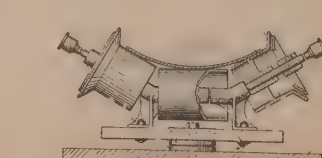
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## Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

### CALIFORNIA

Lamanda Park, Cal.—The Ambler Grain & Milling Co.'s new building, which replaces the one damaged by fire some time ago, is now ready for occupancy.

Salinas, Cal.—The K. M. Swearingen Co. is out of business and its place is leased to Salinas Elvtr. Corp., which is running it in addition to its own elevator.—X.

San Francisco, Cal.—Grain men here are opposed to a bill now before the state legislature that states that grain in sacks should be sold on the basis of gross weights, unless agreed to the contrary at time sale is made.

### CANADA

Castor, Alta.—The Home Elvtr. burned recently, together with 30,000 bus. of grain; loss, \$35,000.

Lortie, Sask.—The Saskatchewan Wheat Pool Elvtr. here, containing 20,000 bus. of wheat, burned recently.

Winnipeg, Man.—W. Sanford Evans was elected pres. of the Union of Manitoba Boards of Trade at an executive meeting here recently.

Montreal, Que.—The east end of the harbor of Montreal will be greatly improved before the 1930 season, under a loan of \$10,000,000 recently agreed to by the government.

Moose Jaw, Sask.—James G. Ogilvy, one of the oldest and best known bond and grain brokers in western Canada, died recently. He was at the time pres. of the Moose Jaw Board of Trade.

Calgary, Alta.—The West Coast Grain Co., Ltd., mentioned some time ago as a new company and as having bot the Calgary Terminal Grain Co.'s elevator here, will begin operations this month.

Collingwood, Ont.—The new elevator being erected here by Collingwood Terminals, Ltd., mentioned previously, is progressing rapidly toward completion. It will have a capacity of 2,000,000 bus.

Vancouver, B. C.—The Midland-Pacific Grain Co. contemplates erection of an additional 1,000,000 bus. to its elevator which is situated on Burrard Inlet. It is uncertain just when the work will be started.

Sarnia, Ont.—The bill by which the city of Sarnia advances \$400,000 toward the construction of the 2,000,000-bu. elevator here, has been passed without opposition. This is the second unit of the Sarnia Grain Elvtr. Co.'s elevator, mentioned previously.

Winnipeg, Man.—A. G. Diamant, of this city, who has been managing the offices of the Continental Grain Co., Ltd., at Vancouver, has returned here to spend the summer. With the opening of the 1929-30 shipping season he may make the Pacific Coast his headquarters.

Ft. William, Ont.—For stealing a quantity of wheat here, a youth was recently fined \$10 and costs or 30 days, and for resisting arrest for the theft he was fined \$50 and costs or 60 days. The magistrate said: "Stealing wheat is one thing, but obstructing a policeman in carrying out his duty is another."

Alberta Wheat Pool affairs have been aired in the recent session of the legislature, and it was shown in the discussion that the commercial reserve, which must not exceed 1 per cent of the gross proceeds, now amounts to \$1,750,000, and the elevator reserve \$3,650,000, the latter being for elevator construction.

Prescott, Ont.—It is said that the Canadian Government has secured 334 acres along a two-mile water frontage where the 5,000,000-bu. elevator is now under construction. The dock will be large enough to accommodate at the same time two of the largest lake steamers, four of the Welland Canal type and four tracks of cars.

The Dominion Government has brot suit against the Saskatchewan Wheat Pool for arrears of income tax amounting to \$456,632 for the crop years 1925 and 1926, claiming that deductions made for commercial and elevator reserve constitute the income of the company. The pool contends that it owes these reserves to the farmer and that they should not be taxed as income, but the government takes the stand that there is no legal compulsion on the part of the company to pay back the reserve and that it is in the same position as the surplus of any company.

Winnipeg, Man.—Action against the council of the Winnipeg Grain Exchange has been taken in the Manitoba courts in connection with the disposition of three memberships in the Exchange held by a bankrupt member. The authorized trustee in the bankruptcy of the A. H. Bevan Co., Ltd., claims that part of the assets of the company at the time of assignment was the three seats in the exchange. By arrangement between the plaintiff and the secretary of the exchange, the memberships were sold for \$30,000, the money being paid into a special trust account, but afterwards withdrawn by the authority of the defendants, the claim alleges. The defendants contend that, according to the rules of the exchange, members of the organization who were creditors of the bankrupt estate have an exclusive lien on the money.

### COLORADO

Denver, Colo.—The Farr Produce Co.'s warehouse was slightly damaged by fire on Mar. 28.

Matheson, Colo.—The Robinson Grain Co.'s elevator was robbed of 900 pounds of beans during the night of March 8, the only clue left by the thieves being the tracks of an auto truck.

Delta, Colo.—Robert Porter and Allen Obert, who have been identified with the business for many years, are now the sole owners of the Delta Flour Mill, having recently bot the interest of A. H. Stockham.

Springfield, Colo.—The Gano Grain Co., which operates a number of elevators in western Kansas and in Baca County, Colo., has bot a site and will at once start the construction of a large grain elevator here.

Denver, Colo.—The O. M. Kellogg Grain Co., of Colorado and Nebraska, is erecting a 300,000-bu. terminal grain elevator in this city. The company's offices will be moved to the new plant. The W. H. Cramer Construction Co. was awarded the contract.

Paoli, Colo.—We bot the elevator of the Reimer Grain Co. here Feb. 8. It will be operated in connection with our other elevator here and used as a storage house in the busy season or when more room is needed. The elevator we bot is not on the right-of-way and grain handled thru it will be transferred by truck to our concrete elevator for loading.—Paoli Farmers Co-op. Elvtr. Co., J. A. Miles, mgr.

### ILLINOIS

Mazon, Ill.—The Mazon Farmers Elvtr. Co. has installed a truck dump at its elevator.

Kernan, Ill.—M. Funk & Son are planning to install electric motors in their grain elevator.

Kruger (Lincoln p. o.), Ill.—The East Lincoln Grain Co. is installing Superior Motor Truck Scales.

Round Grove, Ill.—Austen Bros. are installing an electric motor in place of the gasoline engine formerly used.

Broughton, Ill.—Windstorm slightly damaged the roofing of the elevator of J. W. Epperson & Sons on March 15.

Aroma Park, Ill.—The Kankakee Farmers Union Co-op. Ass'n's plant was slightly damaged by fire on March 6.

Oakley, Ill.—Reed M. Holcomb is now mgr. of the Oakley Grain Co.'s elevator, succeeding Cassius Holcomb, deceased.

Sloan (Ivesdale p. o.), Ill.—The Horton Grain Co. is adding to its equipment by the installation of Superior Motor Truck Scales.

Morris, Ill.—The Frank M. Smith Milling Co. has taken over the mill formerly operated by the Morris Milling Co., now out of business.

Streator, Ill.—The grain trade of the Streator territory met in regular monthly session here at the Plumb Hotel, on Mar. 28, at 7 p. m.

Edinburg, Ill.—We have installed a Blue Streak Hammer Mill purchased from Prater Pulverizer Co.—Edinburg Farmers Grain Co.

Champaign, Ill.—The regular monthly meeting of the grain trade of the Champaign territory was held at the Inman Hotel, this city, Apr. 8, 6:30 p. m.

Kankakee, Ill.—The regular meeting of the grain trade of the Kankakee territory was held in this city on April 3, at McBroom's Restaurant, at 6:30 p. m.

Waterman, Ill.—The fire at this place on March 2, reported by some of the newspapers as F. H. Withey's grain elevator, was Mr. Withey's feed mill.

Gilman, Ill.—The regular monthly meeting of the grain trade of the Gilman territory will be held on Apr. 11 at the I. O. O. F. Hall, this city, at 6:30 o'clock.

Chatsworth, Ill.—The regular monthly meeting of the grain trade of the Chatsworth territory was held at Peps Tea Room here on March 26, at 7 o'clock p. m.

Heaton Station (Rossville p. o.), Ill.—The Heaton Grain Co. has increased its capital to \$12,000; to deal in grain, lumber, seeds, etc.; incorporators: J. B. Ritter, Lawrence Norton, Ore M. Ross.

Carlyle, Ill.—Herman Hallermann has purchased the site of the old flour mill, burned last February and locally known as the Trenton Mill, and will erect thereon a grain elevator of about 5,000-bu. capacity.

Andres (Peotone p. o.), Ill.—We are going to install a grinder next fall if we get a power wire from Peotone. Have purchased no machinery and will not till late in the fall.—Andres-Wilton Farmers Grain & Supply Co.

Jerseyville, Ill.—Clarence Updike has become sole owner of the business formerly conducted under the name of the Schattgen-Updike Milling Co. by the purchase of the interest of A. J. Schattgen. The firm was organized nine years ago.

Buena Vista, Ill.—William Welge, Jr., connected with the Gilster Milling Co., of Chester, Ill., for a number of years, has bot the Buena Vista Mill from Edward Gilster, who has conducted a feed milling business here several years.

Saunemin, Ill.—Our elevator foreman, Harry Ross, is now working for the Huber Bros. Motor Co. as traveling agent. We are putting in a new Kewanee Air Dump at both our Saunemin and Eylar elevators.—Saunemin Elvtr. Co., George Carson, mgr.

Dwight, Ill.—Malon Merritt, well known resident of this town, died of heart disease on March 20, at his home here. He had a wide acquaintance among the grain trade of this section. He is survived by his widow and a number of brothers and sisters.

Williamsville, Ill.—Ollen Simkins is successor to L. L. Nelson as mgr. of the Farmers Co-op. Ass'n, taking charge March 1. We are installing a 50-h.p. Century Motor on our No. 3 Gruendler Feed Mill.—Ollen Simkins, mgr., Williamsville Farmers Co-op. Ass'n, Inc.

Champaign, Ill.—J. C. Shaffer & Co.'s wire here will be continued in some manner or other, the determination of which is too closely allied with the estate of the late James P. Sledge to forecast at this sad moment.—W. M. Hirshey, J. C. Shaffer & Co., Chicago.

Lovington, Ill.—Bower Bros. are making the following improvements to their elevator: Lowering the driveway two feet, putting in new legs, new loading-out scale and new approaches. They installed a new 10-ton Fairbanks Scale last fall and also remodeled their office.

Springfield, Ill.—Thresherman's Lien Law, House Bill No. 361, amending the present Thresherman's Lien Law by requiring that notice must be given the grain dealer in order to make the lien effective, has been advanced to a third reading in the House and its early passage is looked for.



Cambridge, Ill.—On March 1, 1929, I took over the interest of H. C. Kellogg in the firm of Kellogg & Powers. This firm will do business under the name of the Powers Elvtr. & Feed Co. We have improved our grinding room and are installing a new 26-inch attrition mill.—Walter H. Powers.

Woodson, Ill.—We have let the contract to Quick & Sons for the construction of 6-bin and ear corn storage, of concrete, to replace our old elevator, which burned Dec. 5. It will have two steel legs, sheller, cleaner, truck dump, etc., roller bearings thruout. Contract to be completed July 1.—Woodson Farmers Elvtr. Co., H. J. Hagan, mgr.

Pana, Ill.—The grain trade of the Pana territory will hold its regular monthly meeting at the Hotel Francis, this city, Monday, Apr. 15, at 6:30 o'clock. Sec'y Culbertson has been in Washington attending a conference with others of the grain trade and a conference with President Hoover, and he expects to be present at this meeting with a message of interest.

Bowen, Ill.—The Bowen elevator and feed store was sold at auction recently to M. Wilson, one of the partners of the former firm of Lewis, Wilson & Harrison, of this place. The price was \$7,000 for buildings and equipment, stock to be invoiced in addition. Mr. Harrison operated the business successfully for several years. He was mgr. of the Bowen Co-op. Elvtr. Co. for several years before it sold out.

Burnside, Ill.—We took over the elevator and feed business of the Alexander Lumber Co. and have installed a No. 30 Blue Streak Hammer Feed Mill with motor attached. Have been in operation since Feb. 1 in the grain business and the feed mill has been operating since March 1. We got started too late for the bulk of the 1928 crop, but prospects look good here.—Burnside Mill & Elvtr. Co., W. R. Newell, mgr.

Morton, Ill.—We have purchased the country elevator located at Morton, Ill., formerly owned by the Jacob Mathis Estate. Until further notice, Edward Herstein will be the mgr. in charge. We expect to make a few repairs on the plant and install any additional machinery that may be necessary from time to time. For the present, however, there will be no material changes.—American Milling Co., J. L. White, grain department, Peoria, Ill.

Peoria, Ill.—At the recent Chamber of Commerce Ass'n election Homer H. Dewey was chosen pres.; John R. Lofgren, sec'y, and W. E. Stone, treas. Retiring Pres. P. B. Miles was made honorary pres. for life, in appreciation of his long years of service. F. L. Wood, L. H. Murray, E. R. Murphy, J. C. Luke and Grant M. Miles were chosen members of the board. The Chamber of Commerce is an ass'n formed for the purpose of administering the affairs of property belonging to the ass'n, which is an office building and the ground upon which it is built. The Board of Trade rents offices in this building, but has an entirely different set of officers.

Mt. Olive, Ill.—Relative to the old plant of the Litchfield Mill & Elvtr. Co., at Litchfield, beg to state that our company owns this property. As far as moving the equipment from there to Mt. Olive is concerned, you have been misinformed. For the last several years we have used this from time to time to store various machinery from our elevators and we distributed from this point as occasion demanded. However, we wish to state that we are remodeling our plant at Mt. Olive and expect to have the work completed within 30 days. A little later on we hope to change our plant from steam to oil operation.—Mt. Olive Milling Co.

Champaign, Ill.—James P. Sledge, genial southerner reared in Memphis, Tenn., who brought his southern hospitality and friendly mannerisms to Champaign, some twenty-seven years ago, passed away on April 7 at Memphis after eight months' illness. Many dealers thruout Illinois and terminal markets will long remember good ol' Jim's twenty-fifth anniversary given on the occasion of his having been engaged in the grain business at Champaign for that period. Mr. Sledge did a general grain brokerage business, and for years operated J. C. Shaffer & Co.'s private wire to Chicago. Some time ago Mr. Sledge had a stroke while sojourning at Excelsior Springs, Mo. Illness followed thereafter. His passing at Memphis, the home of a brother, leaves a wide gap in the hearts of his many friends in the grain trade. To have been as well thought of as was Jim Sledge is a real accomplishment. Burial took place on April 9 at Memphis.

The old age pension bill passed the house on March 19. The bill was introduced at the request of the fraternal order of Eagles and the Illinois Federation of Labor. A number of arguments attacking the bill as unsound were presented. Some of the points made against the bill were that it is not a real pension bill but a provision for old age doles; that the \$4,000,000 per annum which would be paid by the taxpayers was probably only a fraction of the ultimate cost of the system after it had been in operation for a few years, because of pressure that would be made to lower the age at which persons would be eligible to become beneficiaries and to increase the annual payments; that the bill was paternalistic and calculated to produce pauperism; that, as the amount of the pension, \$260 per year, is insufficient to support a beneficiary, the plan would not help to do away with the present county poor farms and poor houses, but would simply impose additional burdens of taxation.

#### CHICAGO NOTES.

A Board of Trade membership sold, on Apr. 9, at \$30,000 net to the buyer.

B. A. Eckhart, who has been ill at a local hospital for 10 weeks, has returned to his home very much improved in health.

The rate of interest for advances on grain Bs L for the month of April has been set by the directors of the Board of Trade at 6% per annum.

The directors of the Board of Trade on Apr. 5, declared regular 28 bins in Calumet Elvtr. "B" at 102d street and the Calumet River, until July 1, 1929.

Charles S. Packer will withdraw from the partnership of Packer, Cooke & Co., and the new name of the business will be James L. Cooke & Co., effective April 18.

The Board of Trade Fellowship Club is to hold its annual banquet and entertainment on April 20, at 6:30, in the grand ballroom of the La Salle Hotel. Amateur boxing bouts will feature the program.

C. Jay Northup, age 67 years, a grain trader on the Board of Trade since 1883, died of heart disease, on Apr. 7. He is survived by a daughter and a sister. He had been with Hulburd, Warren & Chandler.

Board of Trade members on April 1, voted in favor of the rules governing trading in securities, the vote being 782 for and 57 against. The officials are endeavoring to complete arrangements as speedily as possible for trading in securities. The rules are patterned after those of the New York Stock Exchange.

Pres. Samuel P. Arnot, of the Board of Trade, has announced the names of the com'te on stock list, in preparation for the opening of the new securities exchange, as follows: Fred Uhlmann, Albert E. Cross, James Norris, Arthur F. Findley, and Benjamin R. Brown. The com'te will meet on Apr. 15 to choose its chairman.

Jas. E. Bennett & Co., and Jackson Bros., Boessel & Co. are the first Chicago firms, to install the continuous quotations tape ticker of the Winnipeg, Minneapolis and Duluth grain futures markets made available by the enterprising Western Union Telegraph Co., on Apr. 8. Instead of coming in by Morse a keyboard is manipulated at Winnipeg.

Under the new rules adopted by the Board of Trade Apr. 1, the directors declared effective Apr. 3, the first and last sentences of rule 313, reading "The clearing house may prescribe the qualifications of its own members. . . . No person or firm shall become a member of the clearing house until approved by the board." The clause preventing individuals from clearing trades for others will be made effective Dec. 31, 1929.

Eben B. Matthews, 85, only living member of the Board of Trade who saw service in the Civil War, is to be tendered a testimonial dinner by the Board of Trade Post 304, American Legion. At this time, Mr. Matthews is to be elected to honorary membership in the Legion with special festivities suitable for the pompous occasion. The dinner will take place at the Hamilton Club, 20 So. Dearborn Street, at 6:30 p. m., on April 23. Special entertainment features, as well as an attractive program have been arranged. The affair is open to all Board of Trade folks, their friends and acquaintances. Mr. Matthews was a member of the Board of Trade for 47 years, having just recently transferred his membership.

Board of Trade memberships recently transferred are: John T. Schenck, Harry Sincere, Edward C. Freutel, George J. Ohlenroth, Paul M. Becker, John K. Dorrance, Harry B. Slaughter, Edmund C. Coultry. Admitted to membership: Leonard S. Florsheim, Lawrence F. Stern, Frank W. Ramey, John Haussmann, Charles H. Chandler, Simon Bookman, Alfred I. Preston, Jr., Carl A. Swanson. Changes of address: Pynchon & Co., to 112 West Adams Street; Mark Smith, to 176 West VanBuren Street. The new building fund as of March 15, amounted to \$1,120,100.69.

#### INDIANA

Plymouth, Ind.—E. N. Cook has installed a No. 2 d.c. Jay Bee Hammer Mill.

Worthington, Ind.—An addition to the plant of the Worthington Grain Co. is being erected.

Noblesville, Ind.—Windstorm slightly damaged the plant of the Noblesville Milling Co. on March 6.

Monroeville, Ind.—Monroeville Equity Union Exchange has installed a No. 3 d.c. Jay Bee Hammer Mill.

Liberty, Ind.—H. C. Sharp & Co. are installing a Eureka Corn Cutter, furnished by the Sidney Grain Machinery Co.

Milford, Ind.—William Martin has succeeded William Bushong as mgr. of the elevator of the Milford Grain & Milling Co.

Lebanon, Ind.—The Lebanon Grain Co. is having a Eureka Corn Cutter, furnished by the Sidney Grain Machinery Co., added to its equipment.

Bicknell, Ind.—The O. L. Barr Grain Co.'s hay and implement warehouse was severely damaged by fire, originating in the baled hay, on March 24.

Sweetser, Ind.—A. B. Martin & Co. are putting in at their elevator a Eureka Corn Cutter and Grader, furnished by the Sidney Grain Machinery Co.

Onward, Ind.—The Onward Grain Co.'s elevator at this place (not at Kokomo as reported) has been bot by the Goodrich Bros. of Winchester, who took possession on April 1.

Churubusco, Ind.—We are installing a new Union Iron Works Sheller, a Sidney Grain Machinery Co. Dump and Dodge Pulleys and Clutches, sold by the Ft. Wayne Pipe & Supply Co.—Mayer Grain Co., G. T. Keller, mgr.

Indianapolis, Ind.—Recent new members of the Indiana Grain Dealers Ass'n are: Graham Farmers Elvtr. Co., Washington, R. R. 1; Consolidated Feed & Grain Co., Buffalo, N. Y.; Glenwood Grain Co., Glenwood; Millers National Insurance Co., Chicago.

Evansville, Ind.—George Igleheart, pres. of Igleheart Bros., Inc., and Mrs. Igleheart have been named for the city's Hall of Fame, which is an annual honor given to the citizens who have given the most outstanding service for the community during the year. It is fathered by the Rotary Club.

Frankfort, Ind.—John P. Sims, 70 years, widely known as a grain elevator man, is dead of cerebral hemorrhage after an illness of a few days. He had been interested in grain elevators in this city, also at Wingate, Stockwell, Forest, Circleville, Royal Center and Fowler, Ind. He is survived by his widow and several grown children.—W. B. C.

Portland, Ind.—Walter M. Haynes, 75 years old, pres. of the Haynes Milling Co., this city, and widely known in this section, died at the Jay County Hospital here on March 31. He was president of the People's Bank here for a number of years. He is survived by one daughter and four brothers. He was a brother of the late Elwood Haynes, inventor of the automobile.—Carleton.

Huntingburg, Ind.—The affairs of the Wallace Milling Co., which operated mills and grain elevators in several towns in Indiana until its failure several months ago, are being investigated by the grand jury of Spencer County as instructed by the judge, who bid them ascertain if officers or agents of the company sold stock in the firm when they knew it to be insolvent, and if officers issued checks at a time when they knew the company was without funds to make them good. The judge also requested an investigation into reports that wheat, which had been deposited with the Wallace company by a number of farmers under the warehouse laws of Indiana, had been unlawfully sold.



Indianapolis, Ind.—The Central States Grain Co-op., Inc., in a suit filed recently in Federal Court here, asked judgment for more than \$20,000 against a group of grain insurance companies, claiming that amount due for grain destroyed in the Indianapolis Public Elevator fire last fall. The Nashville Warehouse & Elevator Co. is also made a defendant in the suit.

Indianapolis, Ind.—Mark H. Miller, pres. of the Board of Trade, has appointed a committee of the board of governors to make a study of the proposal to establish a stock exchange as a part of the board. This security investments department has been under consideration for some time. Following is the committee: E. Clifford Barrett, chairman; Roy Sahm, Edward J. Wuensch, O. A. Wilkinson, Jesse H. Blair.

Jeffersonville, Ind.—We recently had our elevator and buildings protected with lightning rods, and we feel that with this added protection we will have a much less fire rate. Our observance is that elevator fires have a great many times started from lightning, and we are in hopes that if we only keep a fire away this installation will be well paid for. This business is conducted by a co-partnership consisting of John Glenger, Luther Childs, Henry J. Volmer and C. E. James.—John Glenger & Co., H. J. V.

## IOWA

Collins, Ia.—J. E. Hale has installed a No. 1. belt drive Haines Feed Mixer.

Orange City, Ia.—The Co-op. Elevator Co. is installing a new feed mixer. Carl Oelrich is the mgr.

Emmetsburg, Ia.—Mail addressed to A. K. Emrich, at this place, is returned marked "Out of business."

LaPorte City, Ia.—Warren Keebler has succeeded Joseph Milne as mgr. of the Farmers Co-op. Exchange Elevator.

Clarion, Ia.—L. P. Johnson, proprietor of the Clarion Roller Mills, died late in March. He was the victim of a blood clot in the leg.—Art.

Anita, Ia.—The new mgr. of the Farmers Elevator Co. is Russell E. Smith, who has succeeded J. C. Rickel, resigned on account of poor health.

Humboldt, Ia.—George Beals, mgr. of the Farmers Co-op. Elevator Co., has been making a name for himself in raising poultry, White Wyandottes.—A. T.

Elkhorn, Ia.—The Farmers Co-op. Elevator Co. is planning immediate rebuilding of the grain elevator which was destroyed by fire in February. Ed Marquessen is the mgr.

Geneva, Ia.—The Geneva Grain & Lumber Co. bot the elevator and feed grinder, together with the grain and coal business, of H. E. Luke. The proprietor is L. D. Clock.

Cedar Rapids, Ia.—Plans are in the making for the entertainment of visitors who attend the Western Grain Dealers Ass'n here on April 17 and 18. The committee working on these arrangements constitutes the whole population of Cedar Rapids, it is said, with special committees composed of all the grain and milling interests, and the idea is to deliver one of the old-time meetings assisted by each and every one of the visitors.

Brooklyn, Ia.—We bot out the Stokely Grain Elevator at this place.—H. C. Light & Son. Mr. Light was in the grain business over 30 years, until nine years ago when he sold his grain elevator and his lumber yard to the Stokely Lumber Co., of Des Moines, but a few years later H. C. Light & Son bot back the lumber business, the Stokely company still keeping the elevator. George Johnston, who has been with the elevator for 26 years, will still be mgr. for the Lights. The elevator will be run separately from the lumber yard.

Des Moines, Ia.—The Western States Fire Insurance Co. has been organized by the officers and directors of the Western Grain Dealers Mutual Fire Insurance Co., according to an announcement of Jay A. King, pres. of the latter company. The new concern will be a stock company with a paid up capital of \$200,000 and a surplus of \$200,000. It will be operated separately from the Western Grain Dealers Mutual Fire Insurance Co., altho the two concerns will have the same executives, directors, etc. It is expected to enter the following states the first year: Iowa, Wisconsin, Minnesota, South Dakota, Nebraska, Kansas and Missouri.—A. T.

Des Moines, Ia.—The Inland Milling Co.'s new concrete storage grain tanks, nearing completion, are 83 feet high and 44x55 feet at the base.—Art Torkelson, with Lamson Bros. & Co.

Delta, Ia.—Mail addressed to G. Jellum at this place is returned marked "Unknown," altho it was reported in January that Mr. Jellum had bot the Bowen Elevator & Milling Co.'s business here.

Norway, Ia.—The Norway Grain Co. is making plans to build a new warehouse for seed, feed and coal on the site now occupied by the coal sheds. C. W. Buchanan has been retained as mgr.

Laurel, Ia.—Stockholders of the Farmers Elevator Co. here have voted to extend the charter of the company for another 20 years, the first charter having expired. Jesse Lukehart is mgr. of the elevator.

Story City, Ia.—Stockholders of the Farmers Grain Co. are discussing the erection of a new, up-to-date elevator. The company now has a sufficient amount of money on hand for the purpose, and it is believed there will be little opposition to building.

Truesdale, Ia.—Nick Schuver, who has been mgr. of the Truesdale Farmers Elevator & Supply Co., resigned his position the latter part of March. J. R. Gutel, who is secretary of the company, is now acting as mgr. Mr. Schuver's future plans are not known.—Art Torkelson.

Brunsville, Ia.—The Hoese Grain Co.'s elevator suffered a small loss, on the afternoon of March 22, when fire broke out in the roof of the cupola. It was soon discovered and extinguished before much damage was done. It was thot to have been caused by overheated bearings in the machinery.

Rockwell, Ia.—The firm of Rankin & Clarke, grain, coal and farm implement dealers and operating an elevator, has been dissolved by mutual consent. Mr. Clarke will continue in the grain, coal and ice business under the name of the City Grain & Fuel Co., and Mr. Rankin will continue the implement business.

Robinson (Ryan p. o.), Ia.—We bot the stock of the Robinson Lumber & Grain Co., of Robinson, and moved it to Ryan. The buildings, including the elevator, were sold at auction, and are being wrecked, mostly by farmers, to be worked into other buildings on their farms.—St. Anthony & Dakota Elevator Co., R. R. Robinson, mgr., Ryan, Ia.

Rockwell, Ia.—We are discontinuing the store end of our institution, but are going to continue the elevator. It takes a little too much capital to carry the store and we thot it best to discontinue same. We have decided to reorganize the society and have been successful so far in selling about \$30,000 worth of stock.—Farmers Inc. Society, E. J. Campbell, mgr.

Churdan, Ia.—What might have proved to be a disastrous fire was checked just in time by the coolness of W. E. Reynolds, mgr. of the M. E. Blazer Elevator. Clothes hanging in the closet in the office had become ignited and the fire was ready to burst out when discovered by Mr. Reynolds, who quickly took the burning garments outside and extinguished the blaze.

Parkersburg, Ia.—The grain elevator here formerly owned by Glenn Schuck was sold at sheriff's sale, on March 23, for \$6,500, the buyer being the Froning Grain Co., which owns elevators at Allison, Dike and Garrison. The elevator will be opened after being thoroly repaired, and Mr. Froning will take personal direction of it, while his sons look after the other plants.

Dyersville, Ia.—Another of this town's old landmarks has gone—the elevator owned by Henry Goerd, which was razed recently and the lumber sold. This was the last of four elevators which operated in the early days of Dyersville's history, around which centered much of the business activity. The elevator was erected over 60 years ago by J. H. Limback, who operated it until 1870.

Cedar Rapids, Ia.—George W. Ramsey, grain inspector, entertained the Cedar Rapids grain men at a dinner Saturday evening, March 23, at the Hotel Roosevelt. One of the features of the evening was singing, led by Richard C. Jones, of the Iowa Milling Co. R. W. Hall, representative of the North Iowa Grain Co., Mason City, was present, and it is said that his voice was heard above the others in one of the songs.

Pocahontas, Ia.—W. C. Hunt, mgr. of the Farmers Elevator Co.'s elevator here, resigned, effective April 1, to become branch mgr. for George P. Sexauer & Son at Des Moines.

## KANSAS

Elkhart, Kan.—The Farmers Elevator Co.'s elevator was slightly damaged by windstorm on March 24.

Severance, Kan.—The elevator of the A. J. Elevator Co. branch of the Quaker Oats Co. was slightly damaged by windstorm on March 7.

Spearville, Kan.—John J. Laudick has been appointed mgr. of the Grain Belt Elevator Co.'s elevator here. He was formerly with the company at Bellefont for years.

Lincolnville, Kan.—The Farmers Union has just purchased a Kewanee Scale Type Auto Truck Lift, to be installed about June 1, by the White Star Co., of Wichita.

Easton, Kan.—The J. O. East Feed Co. has bot the elevator of W. C. Wahaus and will take possession at once, moving its feed stock to the elevator, where the business will be conducted in the future.

Coldwater, Kan.—The Farmers Elevator Co. has purchased a Maroa Carloader and a 15-h.p. Fairbanks Motor. Other equipment, also supplied by the White Star Co., will bring the elevator up to the minute in efficient operation.

Concordia, Kan.—G. R. Baker, former assistant mgr. for James E. Bennett & Co. at Hutchinson, is now mgr. of B. C. Christopher & Co.'s branch office here.—L. C. Herwig, mgr. B. C. Christopher & Co.'s branch offices.

Hutchinson, Kan.—The plant of the Commander-Larabee Corp. of the Larabee Flour Mills Co. on March 25 was slightly damaged by fire which originated from metal in middlings roll and got into the dust collecting system.

Ness City, Kan.—We are installing Winter Head Drive, new elevator leg, belt and buckets, new Boss Car Loader, man-lift, Palmer Vacuum Suction Dust Remover and Grain Cleaner, and putting lightning rods on the elevator. We are also installing four new dust-proof motors. All boxing is roller bearing.—D. E. Bondurant Grain Co.

Ottawa, Kan.—George B. Ross, of the Ross Milling Co., received the greatest number of votes of the six candidates in the mayoralty primary election here on March 25. Mr. Ross formerly served as mayor of this city and before coming here he was chief grain inspector of the state. He is also a former pres. of the Kansas State Board of Agriculture.

Wichita, Kan.—The Kansas Co-op. Wheat Marketing Ass'n, with headquarters here, is said to be forming a subsidiary stock organization with an initial capital of \$500,000 for the purpose of acquiring and building country elevators, and later acquiring terminal elevators in the interior. It is planned to have the new organization in operation in time for the new crop.

Topeka, Kan.—S. P. Kramer, of the Topeka Flour Mills Corp., died at his home in this city on April 3, after an illness lasting several months. He was 71 years of age. Mr. Kramer had been in the milling business in Kansas since 1890 and in Topeka since 1915. In February of this year he disposed of his holdings in the Topeka Flour Mills Corp., but was still a director. A widow, son and daughter survive him.

Grenola, Kan.—The Grenola Mill & Elevator Co. states that with the new equipment recently installed (a detailed account of which has been given) not only ear corn but oats, barley, wheat, in fact anything which they wish ground very fine or that can not be ground on the rolls can be handled; also that an agitator is installed on top of the corn sheller to keep the corn from bridging in the throat of the sheller.

Jennings, Kan.—Jacob Bedford Jennings, pioneer grain dealer here, died at the Jones Hospital in Atlantic, Ia., Mar. 17, age 72. Mr. Jennings was born in McHenry county, Ill., and moved to Red Oak, Ia., in 1869. In 1874 he moved to Decatur County, Kan., where the town of Jennings was established and named after his father and where he lived and conducted his business until his death. He served as mayor of Jennings for three years. His wife, a daughter and two sons, and his sister survive.



## MARYLAND

## BALTIMORE LETTER.

T. Murray Maynadier, chairman of the grain com'te of the Chamber of Commerce, has recovered from an attack of quinsy and is back at his desk as usual.

Samuel G. Crocker, the oldest member of the Chamber of Commerce, died, on Mch. 29, at his home in this city, at the age of 86 years. He was for years engaged in the grain and feed business here, and had been a member of the Chamber of Commerce since 1877.

The first choice of grain sample tables on the floor of the Chamber of Commerce, at the annual auction sale held on Apr. 1, went to Legg & Co., flour and grain merchants. J. A. Peterson, mgr. of the Western Maryland Railroad grain elevator, paid the highest price for the use of a table.

A special com'te from the Chamber of Commerce went to Annapolis, during the last week in March, and protested before the state legislature against a proposed bill that would compel all handlers of products of the soil on commission to post a bond of \$5,000 and pay a special license. It is believed that the bill will be defeated, at least in its present form.

J. Carroll Fahey, formerly with John T. Fahey & Co., grain exporters of this city, and later associated with Cathcart & Co., Ltd., grain, Winnipeg, at New York, died of pneumonia, on March 24, at New Rochelle, N. Y. He was a member of the Chamber of Commerce here and of the New York Produce Exchange. He was 40 years of age. The body was brot to Baltimore for burial.

## MICHIGAN

Utica, Mich.—The windstorm of March 7 slightly damaged the plant of the Utica Milling Co.

St. Louis, Mich.—A slight windstorm damage was sustained by the St. Louis Roller Mills on March 7.

Hemlock, Mich.—The plant of Charles Wolohan, Inc., was damaged slightly by windstorm on March 7.

Brown City, Mich.—The Eureka Milling & Elvtr. Co.'s plant sustained slight windstorm damage on March 7.

Frankenmuth, Mich.—Windstorm slightly damaged the plant of the Star of the West Milling Co. early in March.

Eden, Mich.—Some of the iron cladding was torn off of our elevator, some loosened, and glass blown out of several windows in the recent windstorm.—C. A. Davis.

North Star, Mich.—We have put in one 25-h.p. motor to replace oil engine. The recent heavy winds took the roofing off of our elevator, doing about \$25 damage.—North Star Elvtr. Co.

Port Huron, Mich.—We incurred a slight damage to our plant by the recent windstorm, which repairs have now been taken care of.—Michigan Elvtr. Exchange, Inc., Port Huron branch.

New Hudson, Mich.—The New Hudson elevator property, owned and operated by the late Charles Everett, has been bot by Herschel Munn, of East Lansing, who will reopen it for business.

Elsie, Mich.—The Farmers Elvtr. Co. is the new name given to the business formerly known as the Curtis Elvtr. & Supply Co. recently bot by the Christian Breisch Co., as previously mentioned.

Greenville, Mich.—The Hall Fuel Co., owned by F. H. Hall, a former partner in the Tower Milling Co., has taken over the coal end of the business, and the feed and grain end was sold to the Greenville Co-op. Ass'n.—Hall Fuel Co.

Shelby, Mich.—We have recently installed a hammer mill. We have no elevator. One elevator in Shelby run by the Shelby Flour Mills. They and we are the only carlot buyers here.—Shelby New Era Co-op. Ass'n, O. E. Hawley, mgr.

Lansing, Mich.—William Savage, of this city, formerly of Byron, died on March 22, at a hospital in Owosso, at the age of 57 years. He was engaged in the elevator business practically all his life. He was mgr. of the Central Elvtr. at Byron at one time and was also employed by the elevator at Bath. A widow, four children, four grandchildren, an aged father and one sister survive him.

Greenleaf, Mich.—Our elevator here was slightly damaged by windstorm recently; the roofing was blown off in a couple of places, also several sheets of metal siding broken. Damages were not over \$50, we estimated.—Cass City Grain Co.

Ashley, Mich.—Only slight damage was done to the elevator of the Rockafellow Grain Co., shortly before noon on March 27, when fire started in the walls, thought to have originated from the exhaust of the engine. It was a difficult fire to fight, and could only be reached when part of the metal siding had been removed.

There have been a number of elevator robberies committed in western Michigan during the last few weeks, among them being that of the elevator of the Wayland Feed & Coal Co., at Wayland, where several bags of grass seed, valued at \$300 or more, were taken; the elevator at Martin, where \$200 worth of grain was stolen; the Saranac Produce Co.'s elevator at Saranac, where eight bags of beans were taken. John L. Hanson and Orland Vodry were arrested at Belding where they had attempted to dispose of 2½ bus. of clover seed and 400 pounds of alfalfa, which they later admitted were taken from the Wayland and Saranac elevators. They later confessed to having robbed other elevators, which robberies have baffled the police, making seven in all. They started with the Stanton Elvtr. Co.'s elevator, at Stanton, which they robbed, on Feb. 18, of 10 bus. of clover seed, selling it to a Grand Rapids store; at Lyons they took 8 bus. of clover seed and 268 pounds of beans; they visited the Stanton elevator again, on March 17, taking 18 bus. of clover seed; two nights later they broke into the Stout Elvtr. at Orleans, taking 18 bags of beans on two trips; they had robbed the elevator at Sidney of 5 bags of beans, but threw them away when pursued. The men were 38 and 34 years of age, were out of work and stole to get money to support their families.

## MINNESOTA

Willmar, Minn.—Mail addressed to J. O. Nelson at this place is returned marked "Unclaimed."

Kragens, Minn.—We have installed a No. 3 disc separator.—Kragens Farmers Elvtr. & Merc. Co.

Mankato, Minn.—The Hubbard Milling Co. has installed a No. 3 Haines Feed Mixer with motor at its elevator.

Bellingham, Minn.—We have installed a big 3 disc cleaner in our elevator.—Farmers Elvtr. Co., C. G. Buchele, mgr.

Duluth, Minn.—C. C. Cook has been elected to membership in the Board of Trade and D. C. Moore's membership has been transferred.

Fairfax, Minn.—At the plant of the Fairfax Mill, which consists of mill and elevator, a new grinder has been installed, also a bleaching machine.

Taunton, Minn.—J. C. Jensen has been selected as mgr. of the Taunton Co-op. Elvtr. Co.'s elevator, to succeed H. C. Carstens, whose resignation takes effect on June 1.

Evan, Minn.—We had a slight fire caused by backfire from the feed grinding engine, damaging the wiring to the extent of \$6.26. There was no damage to the elevator.—Morgan Grain Co.

Comstock, Minn.—Jerry Connrey is going to rebuild his elevator which burned Mch. 30. It will be built by the Ibberson Construction Co.—J. C. Cretty, Hopkins, Minn., R. 3. [This fire loss was reported to be \$25,000.]

Thief River Falls, Minn.—The Hanson & Barzen 200-barrel flour mill, known as the Math Barzen Mill, burned on March 25; loss, about \$15,000; partly insured. Very little of the machinery was fit for salvage, and considerable flour and feed in the warehouse was lost, but the elevator was harmed but little by the fire.

## MINNEAPOLIS LETTER.

The Washburn Crosby Co., Inc., started up a new 1,000-barrel rye flour unit in one of its mill buildings here late in March.

D. C. Moore, wheat buyer for the Pillsbury Flour Mills Co. at Duluth, recently became a member of the Chamber of Commerce.

The Cargill Elvtr. Co.'s offices in the new addition of the Chamber of Commerce Building were broken into recently and \$200 in cash and \$200 in stamps stolen.

A. B. Fruen, pres. of the Fruen Milling Co., which operates elevators also, is an aldermanic candidate for re-election in the Fourth ward. He is finishing his second term as councilman and was at one time pres. of the council.

The Minneapolis Grain Shippers Ass'n recently elected officers as follows: R. C. Woodworth, pres.; J. R. Hessburg, vice-pres.; J. A. Gould, sec'y and treas. O. F. Bast and R. A. Nicolai with the officers constitute the board of directors.

The Sheffield Elvtr. Co. has received bids on the construction of a new cleaning house for its K elevator, which has a storage capacity of 1,750,000 bus. The new building and equipment will cost about \$150,000 and be ready for operation Aug. 1.

The Victoria Grain Co., incorporated; nominal capital, \$50,000; incorporators: R. G. Cargill and other officers of the Victoria Elvtr. Co. Old employees will be encouraged to take stock in the new company, which will solicit consignments from country shippers and do a general commission business.

## MISSOURI

Glasgow, Mo.—The Glasgow Milling Co.'s warehouse building was slightly damaged by fire, probably caused by tramps smoking, on March 20.

Gilliam, Mo.—The Gilliam Exchange Bank bot the Farmers Mill & Elvtr. Co.'s plant at public sale on March 11, selling it a few days later to some of the bank directors, who will re-open the plant for business as soon as they find some one to operate it.

St. Joseph, Mo.—The Union Terminal Railway Co. is reported to be contemplating the purchase of a grain elevator now owned by the St. Joseph Public Elvtr. Co., for which purpose it has been given authority to issue \$650,000 first mortgage bonds, which will be sold to the Missouri Pacific Railway.

A bill has been introduced into the Missouri Senate by Senator Haymes, providing means for farmers to store grain in storage bins or warehouses on the farms or along the railroad rights of way. The warehouse commissioner would examine the grain and issue a certificate of storage which could be used by the farmer as a basis for credit.—P.

Pleasant Green, Mo.—The Pleasant Green Co-op. Ass'n's two elevators together with the equipment were sold at auction for cash, on March 16. The ass'n was formed in 1917 and the business paid well during the war, but since that time little profit has been shown, and it was that best to sell the property and dissolve the ass'n to prevent further loss to the stockholders, most of whom are farmers.

## KANSAS CITY LETTER.

The Arcady Farms Milling Co. will build a new office and a laboratory at its plant on Armour Road, North Kansas City.

A. E. Yardley has become connected with Bruce Bros. Grain Co. at the Board of Trade. He was formerly with the Arcady Farms Milling Co.

Ed Wood, of Goffe & Carkener, Inc., left for Europe on April 6. Mr. Wood is an Englishman, and will spend most of his time in his native country.

The Board of Trade sampling department has increased its charge for sampling grain from 40 cents a car to 45 cents, which change became effective on April 1.

A special car will be chartered by the Kansas City representatives attending the Western Grain Dealers Ass'n convention at Cedar Rapids, Ia., April 17 and 18, on the Milwaukee railroad.

Friends of H. J. Dffenbaugh, former pres. of the Board of Trade, will be glad to learn that he will soon return home from the Johns Hopkins Hospital in Baltimore where he has been for some time.

Erwin Jesson, of the Uhlmann Grain Co., returned to the floor for a brief visit on April 5, after an absence of nearly a month. He was in the hospital during the interim, having an appendicitis operation to his credit. His return was greeted with cheers.

Joseph E. Hoyland, father of George W. Hoyland, of the Hoyland Flour Mills Co., (which also operates an elevator) of this city, and Walter T. Hoyland, of the New Era Milling Co. of Arkansas City, Kan., died on April 1. He was 73 years old. He was a well known resident of southern Kansas. He died in a hospital in Topeka, after a long illness.



The Board of Trade American Legion Post Bowling Team, composed of W. B. Young, R. E. Swenson, George McMahon, William J. McNeil and Kenneth G. Irons, rolled a score of 3134, entitling them to the beautiful silver ornamented cup given by the Ferry-Handley Advertising Agency, as the winner's trophy. The tournament in which this post, which is known as the William J. Bland Post, bowled in competition with other posts, was the annual American Legion bowling tournament. When the trophy was first shown on the floor it bore a placard bearing the inscription: "McNary-Haugen Cup. Presented by the Kansas City Board of Trade."

A mistake in a recent statement of the finances of the Missouri Grain Inspection Department's funds has aroused unfounded rumors. A portion of the funds of this department were omitted by the state treasury, having been credited to another department. This mistake has been rectified and a forthcoming statement will show the correction. The funds of this department are in a very healthy condition, and grain dealers have no cause for concern. The recent proposed legislation on budgeting and bringing the funds of all departments under the control of the state treasury does not affect the funds of the grain inspection department.

The securities trading department of the Board of Trade will open for business on June 3, it has been announced. It will be located in the east end of the trading hall of the Board of Trade Building and will be separated from the grain pit by a partition. A special quotation board for stocks and seats for traders will be installed. The system used will be a combination of call and constant market. Applications for listing of stocks are now being considered by the com'ite, of which James N. Russell is the chairman, and each stock offered is being referred to a special rules com'ite. The directors of the Board of Trade will act in the same capacity as the board of governors of stock exchanges of other cities. W. R. Scott, sec'y of the Board of Trade, will be mgr. of the securities trading department.

Kansas City, Kan.—The site for the proposed 2,000,000-bu. elevator of the Woods Bros. Corp. seems to be still unsettled, altho negotiations have been pending since last fall, at which time some agreement was reported as existing between the waterways com'ite of the Kansas City, Mo., Chamber of Commerce and the Woods Bros. Corp. It is now reported that representatives of Woods Bros. have conferred with officials of Kansas City, Kan., relative to the lease of the public levee on which to build the proposed elevator. The program is said to include the expenditure of \$400,000 for original improvements and this city would be given permission to retain its entire water front 200 feet deep if Woods Bros. is given a 99-year lease. Members of the city commission are said to have taken the plan under advisement and to have arranged for a general conference with the legal advisers of the Woods Bros. Corp. to discuss the matter further.

## ST. JOSEPH LETTER.

Rapid progress is being made on the plant of the Trans-Mississippi Grain Co. Most of the machinery has been installed and the office building is also nearly ready for occupancy.

An additional room has been built to adjoin the office of Farnum, Winter & Co., and their present quarters have been partitioned off to better take care of the stocks trade which has grown to sizeable proportions.

The first unit of the Aunt Jimima Mills branch of the Quaker Oats Co. is expected to be in operation by August 1; work is now about half completed. The 10-story packing, storage and shipping building will be completed by mid-summer. A second 10-story building, connected by a mutual first floor but separated by a light shaft, is being erected in the rear of the package plant, and four floors are in place. The double structure will closely resemble the Cedar Rapids plant of the Quaker Oats Co. Between 400 and 500 men are employed on this work at present. Fifty-four storage tanks with capacity of 2,000,000 bus. should be completed before the close of April. A box car dumper has also been installed.

## ST. LOUIS LETTER.

A Merchants Exchange membership, during the last week in March, reached the new high price of \$1,035. This is \$800 more than memberships sold at only half a year ago.

The first barge load of wheat for the season was loaded out of a St. Louis elevator for shipment to the Gulf for export, late in March.

R. G. Graham, of the Dannen Hay & Grain Co., St. Joseph, Mo., has applied for membership in the Merchants Exchange, on transfer of W. L. Batdorf.

C. B. Rader, sec'y of the Merchants Exchange, is taking a survey of securities trading and upon his findings the Exchange will consider trading in securities.

St. Louis, Mo.—The C. B. & Q. R. R. Co. has contracted for the preparation of plans for the 1,000,000-bu. concrete elevator to be operated by the Marshall Hail Grain Co.

Directors of the Merchants Exchange have gone on record as approving of daylight saving time for this city. The exchange, of course, must operate on this time, since the large markets of the East use daylight saving, and the adoption of this schedule is satisfactory to exchange members here, as its use has been beneficial in many ways.

Woodson K. Woods, Jr., of the Ralston Purina Co., has applied for membership in the Merchants Exchange on transfer from R. M. Guenther. Mr. Wood's father is a past pres. of the Merchants Exchange and is a vice-pres. of the Ralston Purina Co. Mr. Guenther was until recently buyer of grain for the Ralston Purina Co. at the Exchange here, but has been transferred to Minneapolis to be purchasing agent for the company at its plant there.

## MONTANA

Lewistown, Mont.—The Farmers Elevator Co.'s elevator was slightly damaged by fire, caused by a short circuit in the conduit wiring, on March 19.

Brockton, Mont.—The Farmers Elevator Co. of this place has bot the business of the Farmers Oil Co. The elevator company is about 15 years old and is under the management of C. J. Samuelson.

Portage, Mont.—The Botsford Grain Co., incorporated; capital stock, \$25,000, of which \$2,000 has been paid in cash and \$6,000 issued in purchase of property; incorporators: E. E. Botsford, J. E. Patton and B. H. Kiose.

Arrangements are being made by W. T. Giese, chief of the grain standard and marketing division of the state agricultural department, whereby Montana farmers may store their grain on farms and obtain warehouse receipts from a state grain inspector. This in conformity to a recent law enacted by the state of Montana.

## NEBRASKA

Table Rock, Neb.—The Farmers Union is considering installing a hammer mill.

Clinton, Neb.—The Clinton Grain, Lumber & Fuel Co., incorporated; capital stock, \$25,000.

Cheney, Neb.—The Hynes Elevator has installed a new chain drive sold by the York Foundry.

Tilden, Neb.—Edward and John Tighe, brothers, recently bot the Tilden Mills and are now operating same.

Sacramento, Neb.—Oscar E. Erickson has bot a new cup belt for his elevator from the York Foundry & Engine Works.

Big Springs, Neb.—A new 15-bu. Richardson Automatic Scale is being installed at the Farmers Elevator Co.'s elevator by the W. H. Cramer Construction Co.

Dickens, Neb.—S. Stevenson is the new mgr. of the J. S. Hatcher Grain & Lumber Co. plant. He took charge March 20.—Chet Knierim, Langenberg Bros.

Leigh, Neb.—The Walrath-Sherwood Lumber Co. has bot the Nye-Jenks Grain Co.'s elevator here. John Glandt and Jake Kibler, who have acquired interests in the company, will manage it.

Chappell, Neb.—The W. H. Cramer Construction Co. is installing a Richardson Scale at the plant of the Lexington Mill & Elevator Co., and also doing some repair work at the Farmers Elevator Co.'s elevator.

Venango, Neb.—M. T. Frederick has resigned as mgr. of the Farmers Union Co-op. Grain Co., effective March 30. He has purchased elevators at Kimball and Dix, this state, from the Western Wheat Co. and will take charge June 1. He will operate as the M. T. Frederick Grain Co.—Chet Knierim, Langenberg Bros. Grain Co.

Bridgeport, Neb.—I sold my elevator at Northport to B. N. Dunlap, of Bridgeport, who owns the Bridgeport elevator also. Fred Richardson is now managing a ranch at Wheatland, Wyo.—C. M. Dove.

Smithfield, Neb.—The Smithfield Equity Exchange Co.'s old elevator that burned about a year ago is being wrecked. All the tile that can be salvaged will be sold. Following the fire, the company bot another elevator instead of rebuilding.

Lexington, Neb.—The report that we took one of the two elevators at Polk, Neb., is correct. We also bot the elevator at Arnold from the Kearney Flour Mills, and the mgr. at Arnold will be Harry Beltz, their old mgr.—Lexington Mill & Elevator Co., J. E. Jacobson, pres.

Omaha, Neb.—The membership in the Exchange owned by the Rocky Mountain Grain Co. and exercised by George D. Jewett, has been posted for transfer to H. L. Hankinson, of Minneapolis, head of the company. The membership of the Wells-Abbott-Nieman Co., of Schuyler, Neb., exercised by G. Ehrenberger, has been posted for transfer to J. M. McKee, of Schuyler.

Anan (Glenvil p. o.), Neb.—The old company known as the Farmers Grain, Coal & Livestock Ass'n has been dissolved and a new company organized, which will be known as the Anan Co-op. Grain Co., Inc. T. Holzapfel, mgr. of the old concern, has resigned and assumed charge of an elevator at Eldorado, and J. G. Burt has taken the management of the new company here.

## NEW YORK

### NEW YORK CITY LETTER.

Irving S. Moss has been admitted as a general partner in the firm of Moss & Ferguson, members of the Board of Trade.

New York, N. Y.—Nine additional stocks have been added to the trading list by the com'ite on securities of the Produce Exchange.

New York, N. Y.—Alvin D. Holman, grain broker and member of the Produce Exchange for many years, died at his home in Englewood, N. J., on March 25, at the age of 72 years.

New York, N. Y.—On and after April 1, the grain inspection department of the Produce Exchange, as announced by A. C. Fields, chairman of the com'ite on grain, will examine all bonded grain, whether ordered or not, for condition on loading into vessel and issue certificate of examination, charging 40 cents per 1,000 bus. for the service.

## NORTH DAKOTA

The governor has vetoed House Bill No. 19 on storage charges.

Hebron, N. D.—The Gold Mill & Elevator Co.'s elevator burned on March 28; loss, \$30,000.

Buffalo Springs, N. D.—T. H. Hagen has bot the Buffalo Springs Grain Co.'s elevator here.

Rhame, N. D.—The Farmers Equity Union contemplates building a modern house next to its present plant.

Hettinger, N. D.—The Hettinger Equity Exchange is installing a new grain cleaner, representing an outlay of about \$2,750.

Driscoll, N. D.—We did not motorize last fall but expect to this summer, and will also install new legs and distributor spout.—J. E. Tierney.

Gilby, N. D.—The Monarch Elevator Co. will start work soon on the erection of an \$8,000 elevator, which is to be electrically equipped.

Overly, N. D.—The Farmers Co-op. Elevator Co. contemplates the erection of an elevator here, work to start soon and be completed by fall.

Minot, N. D.—The Tri-State Laboratories of Minneapolis, opened an office here on April 1 in the Jacobson Building, with A. D. McGuire in charge.

Lucca, N. D.—J. W. Hoyer, formerly second man at the elevator at Kilddeer, is mgr. of the Farmers Elevator Co.'s elevator here, succeeding L. S. Evans.

Balta, N. D.—Grover Drummond bot Peter Fetting's elevator and it is now known as Drummond's elevator; it is installing a new Carter Disc Cleaner. The other elevators in this town are the Osborne-McMillan and the Winter-Truesdell-Diercks Co.—F. B. Chidester, agt., Winter-Truesdell-Diercks Co.



Wahpeton, N. D.—Matthew Braun, pioneer miller and elevator owner, the head of Math. Braun & Co., which operated the New Star Roller Mill and elevator, died on March 18.

Cavalier, N. D.—Members of the Pembina County Farmers Union at a recent meeting discussed the question of buying the mill and elevator owned and operated by the Cavalier Milling Co., but no definite action was taken.

Watford, N. D.—The Farmers Co-op. Elvtr. Co. here has purchased a 5-unit Emmerson Cleaner and is having it installed immediately.—Farmers Co-op. Elvtr. Co. (The shareholders of this company are reported to have turned down the proposition to enlarge storage facilities at the elevator.)

Pekin, N. D.—A. M. Bergstrom, mgr. of the Pekin Co-op. Elvtr. Co. for 13 years, has tendered his resignation to be effective May 1. He has also disposed of his interest in the Tolna Grain Co., of Tolna, N. D., having been associated with Peter Knapp as part owner. Otto Sletten will succeed Mr. Bergstrom as mgr. of the elevator here.

## OHIO

Utica, O.—The Colville Feed & Supply Co. has installed a No. 3 Haines Feed Mixer with motor.

Dixon, O.—Long & Marshall have installed a No. 3 d.c. Jay Bee Hammer Mill at their elevator here.

Leesburg, O.—Dewey Bros. are installing at their elevator a large corn cutter furnished by the Sidney Grain Machinery Co.

Toledo, O.—Albert C. Hoffman has been elected to membership in the Produce Exchange by transfer from George C. Eicher.

Unioopolis, O.—The Unioopolis Grain Co. is installing a corn cutter and grader, furnished by the Sidney Grain Machinery Co.

Loudonville, O.—The Loudonville Farmers Equity Exchange recently installed a No. 3 d.c. Jay Bee Hammer Mill at its plant.

North Fairfield, O.—The Ziegler Milling Co. recently bot the grain elevator here, for the reported price of \$26,000, and will move it to Lykens.

Sunbury, O.—The Condit Farmers Co-op. Co. is adding to its equipment a Sidney Roller Bearing Corn Sheller and also a Sidney Vertical Feed Mixer.

Lakeville, O.—John W. Horn & Son are having a Munson Attrition Mill and other equipment installed at their plant, furnished by the Sidney Grain Machinery Co.

Lees Creek, O.—Alec Linkhart has bot the flour mill here from J. N. Jarrells, and his son, Orlando Linkhart, has assumed management of same. Improvements are planned for the mill.

Toledo, O.—Joseph Paul, superintendent of the Northwestern Elvtr. & Mill Co.'s plant for 49 years, until he retired less than a year ago on account of poor health, died at his home here, on March 27. He was 79 years of age. His widow and a son and daughter survive him.

Mark-Center, O.—Have just completed an organization known as the Mark-Center Elvtr. Co., which will operate the elevator at Mark-Center. We paid for our first grain yesterday. John W. Baluss will be the local mgr.—S. L. Rice, sec'y & mgr., Metamora Elvtr. Co., Metamora, O.

Venedocia, O.—The Pollock Grain Co.'s elevator here burned at 3 a. m., March 30. Loss, about \$12,000. The company's records were saved, also part of a large stock of commercial fertilizer. It is believed, tho not decided definitely, that the elevator, which was the only one here, will be rebuilt.

Columbus, O.—The Ohio Millers State Ass'n. will hold the regular annual spring meeting of the ass'n, Apr. 17 and 18, 1929, at the Southern Hotel. A good program is assured. C. D. Morris, of Chicago, will be the after-dinner speaker. Sec'y Husband, of the Millers National Federation, expects to be there. Members and non-members are invited.

Eaton, O.—The Ohio Farm Buro Corp. has leased the Eaton Farmers Equity Co.'s building, equipment, grounds and gas and oil station for a year, with privilege of continuing. The business will be conducted under the name of Ohio Farm Buro Corp., Eaton Branch, W. A. Arnold, county mgr. We will continue to buy grain, sell feed, gas, oil and farm supplies.—W. A. Arnold.

Toledo, O.—The Clover Leaf Elvtr. was damaged by fire, on the afternoon of March 15, believed to have been caused by the ignition of dust in the drier; loss, \$500 on building and \$3,500 on contents. H. D. Einhart, elevator superintendent, discovered the blaze and attempted to extinguish it with buckets of water. Workmen were compelled to open the driers which dropped the blazing corn into the pit. About 3,000 bus. of corn were destroyed.

Lykens (Chatfield p.o.), O.—The elevator at North Fairfield, O., was purchased by H. D. Miller and Edgar M. Hieber and is being dismantled and moved to Lykens to be rebuilt. The capacity will be about 25,000 bus. It will be located on the A. C. & Y. R. R. An implement room is being erected, and a hammer mill is to be installed. When completed this elevator will be modern in every respect. It is to be called the Lykens Elvtr.—Edgar M. Hieber, Bucyrus, O.

## OKLAHOMA

Sturgis, Okla.—The elevator of the Farmers Elvtr. Co. suffered slightly in the windstorm of March 24.

Bretsch (Roosevelt p. o.), Okla.—We are quitting and will move after harvest. G. N. Dickson (Bretsch Elvtr.).

Clinton, Okla.—J. F. Boese, part owner and mgr. of the F. & B. Milling Co.'s mill and elevator here, died recently.

Apache, Okla.—The local plant of the Chickasha Mill & Elvtr. Co. has been overhauled preparatory to the coming season.

Bushyhead, Okla.—Mail addressed to the Farmers Grain & Hay Co., Bushyhead, is returned marked "Party removed."

Lawton, Okla.—The Chickasha Mill & Elvtr. Co. contemplates the erection of an oats elevator and a plant to manufacture feeds.

Aline, Okla.—The F. E. Grim Elvtr. Co.'s office was slightly damaged by fire recently, said to have been caused by an overheated stove.

Olustee, Okla.—Montgomery & Moore are making extensive repairs to their elevator. A new belt and new White Star Co. cups are among the new equipment being furnished by the White Star Co. of Wichita.

North Enid (Enid p. o.), Okla.—Are contemplating remodeling elevator here. Will install truck dump, reeroof and corrugate the sides. We had a small fire in the office recently, damages amounting to about \$55, fully covered by insurance.—G. G. Black & Son.

Texhoma, Okla.—The D. T. Wadley Grain Co. has let the contract for a 100,000-bu. concrete elevator, which is now under construction on the Texhoma, Tex., side. Will use 20-h.p. motor, 15-bu. Richardson Automatic Scales; there will be two separate dumping pits, with truck dumps for each, and will have individual track that will hold 40 cars.—D. T. Wadley Grain Co. (Later advices state that the Jones-Hettelsater Construction Co. is doing the work.)

Oklahoma City, Okla.—The annual convention of the Grain Dealers Ass'n of Oklahoma, in conjunction with the Southwest Shippers Advisory Board, will be held in this city Thursday and Friday, May 23 and 24, 1929, the meeting place and headquarters being at the Shrine Temple. An affiliation with them will permit securing a one-fare round trip to attend their convention, and the grain men's convention as well. The first half-day of the 23rd will be given over to the Southwest Shippers Advisory Board. They have invited the grain dealers to participate in their program.

## PACIFIC NORTHWEST

Bonnors Ferry, Ida.—I may add some more equipment later.—Thos. E. Lavin, prop. & mgr., Bonners Ferry Grain & Milling Co.

Waitsburg, Wash.—Mail addressed to Lester Robinson, Waitsburg, is returned marked "Can't find him." It was reported last summer that he was building an elevator here.

Kimberly, Ida.—C. V. Everett has been transferred from the Eden Elvtr. to the Kimberly Elvtr. office, and Charles Stone, formerly at the Kimberly Elvtr., now has charge of the Eden Elvtr.

Portland, Ore.—The Albers Bros. Milling Co. was damaged to the extent of \$2,000, on the night of March 29, when fire started in the sterilizer, but the principal loss was from water used to put out the fire.

Portland, Ore.—H. J. Barneson & Co. have appointed Brooks D. Webber, prominent in financial circles of this city and formerly with Pierce, Fair & Co., their Portland mgr., effective Apr. 1. W. E. H. Miller, former mgr. here, has returned to San Francisco for Barneson & Co. Another branch office was opened in San Francisco on April 1, making the third for that city.

Davenport, Wash.—W. W. Foley, receiver in the case of J. L. Drummheller against the Big Bend Milling Co. of this city, has filed a sale return showing that the property of the company was sold to J. L. Drummheller and Martin Woldson, of Spokane, and F. E. Denson, of Davenport, for \$300. The buyers are to assume a \$50,000 mortgage that is on the property. It is reported that, if the court confirms the sale, a reorganization of the company will be effected.

Seattle, Wash.—Construction work has been started on the new Exchange Building on Marion street between First and Second avenues, A. W. Quist & Co. having been awarded the contract. The structure will cost \$2,500,000 and is to be completed by the middle of August, 1930. The Merchants Exchange, the Seattle Grain Exchange, the Seattle Stock Exchange, the Seattle Curb & Mining Exchange and the Products Exchange will all have quarters in the new building, besides many affiliated bodies.

Canby, Ore.—W. H. Lucke's large grain elevator and warehouse burned early in March, at about 4 o'clock p. m. Loss, about \$22,000; half covered by insurance. The contents were also destroyed and consisted of about eight cars of potatoes, two trucks, machinery, office equipment, etc. The fire is believed to have been caused by the explosion of gasoline as a truckman was filling a tank. The frame structure burned so rapidly that there was little the firemen could do except to save adjacent buildings. Mr. Lucke has leased the Hurst warehouse in which to do business, and as soon as insurance adjustments have been made, it is probable that he will rebuild.

Spokane, Wash.—The Pacific Northwest Grain Dealers Ass'n includes the following in a bulletin sent out to its members: "On receipt of this notice read your railroad lease and you will find that you are jointly responsible with the railroad for fire losses regardless of the fact that it may be proven that a spark from an engine owned by the railroad or a section crew actually started the fire. So issue a warehouse receipt for feed or grain that is delivered to you to be rolled or to be cleaned for seed and taken out again by the owner. Don't just issue a weight slip or a receipt that does not contain a subrogation clause, because if you do and you have a fire, it will be just too bad."

## PENNSYLVANIA

Philadelphia, Pa.—J. W. Craig, member of the New York Produce Exchange and mgr. of the Atlantic Seaboard Flour Mills Co. of this city, is recovering from an automobile accident that occurred recently in Washington.

North East, Pa.—The flour mill owned by George Otto, near here, burned during the night of March 26; loss, more than \$50,000; partly insured. The mill was one of the oldest in this section of the country, having been built in 1845 by Ezriah Scouller. The owner is undecided as to rebuilding.

## SOUTH DAKOTA

Elk Point, S. D.—The E. R. McFarland Elvtr. has installed a 20-h. p. Blue Streak Hammer Mill.

Arlington, S. D.—A feed mill is being installed at the Farmers Elvtr. Co.'s elevator here.

Trent, S. D.—The H. A. Hendrickson Elvtr. is putting in standard electrical installation of motor power.—B.

Wecota, S. D.—The Farmers Elvtr. Co., P. W. Wagoner, mgr., may install a new engine and a cleaner this year.

Blunt, S. D.—W. S. Leeper, of the Blunt Grain Co., is installing a new grain separator also a 15-h. p. engine with which to operate the machinery.

Aurora, S. D.—The elevator operating under the name of Aurora Grain Co., owned by the Potter, Garrick Co., of Webster, S. D., has been rewired for power and light.—Aurora Grain Co., J. G. McClemons, mgr.



Chancellor, S. D.—The Goedhart Grain Co., of Minneapolis and Sioux Falls, has bot the Hoogestraat grain elevator here. During the past year the elevator was operated by Jibbo Schuknecht, who has decided to engage in farming.

Naomi (Lennox p. o.), S. D.—Justis Schutzer is mgr. of the Western Terminal Grain Co.'s elevator located three miles south of Lennox. —Nels Everson. George Muller, mgr. of the elevator for several years past resigned recently and has gone to farming.

Selby, S. D.—The Selby Equity Union Exchange is building a new flour house, which will form an addition to the office building, and will have a capacity of two cars. The old flour house has been moved south of the office and will be used as a seed house.

Watertown, S. D.—F. P. Creaser & Sons have recently been making minor repairs and improvements on their elevators, not the least of which is the rewiring of their plants both here and at Kransburg for power, plans being furnished by the Mutual Fire Prevention Buro. A new corn cracker has been installed in the Watertown mill, and also a new weightograph for one of the scales.

Stevens, S. D.—Willard F. Keane, a salesman of the International Milling Co. of Akron, Ia., has bot the property of the Sioux Milling Co. here, which was formerly known as the Alfalfa Products Co. Mr. Keane will continue as representative of the International Company, and the newly purchased mill will be operated by Peter Bruneau, owner of the farm adjoining the mill property.

Baltic, S. D.—The electrical installation recently made at the Baltic Farmers Elvtr. Co.'s No. 2 Elvtr. was in accordance with plans furnished by the Mutual Fire Prevention Buro. The No. 1 Elvtr. is also being wired standard. This applies to light as well as power, all wires being in conduits. The Baltic Farmers Elvtr. Co. is said to be the oldest organization of its kind in the state, and has been managed for many years by E. J. Oyan, who is prominent in grain circles.—B.

## SOUTHEAST

Wilmington, Del.—Taylor Milling Corp., incorporated; 150,000 shares of common stock.

Albemarle, N. C.—The Albemarle Co. is said to be contemplating the erection of a 4-story brick flour mill here and putting Luther Lowder in charge.

Norfolk, Va.—D. P. Reid & Bro., Inc., in the hay, grain and feed business, are retiring after being known as one of the leading feed dealers in this section for over 50 years. The main warehouse has been leased to S. D. Scott & Co., who will operate it as one of their branches.

Fredericksburg, Va.—We have an elevator here, as has also the Young-Sweetzer Co. Mr. Bruelle has built an elevator here on the Virginia Central R. R., and is no longer connected with us. Business here is in soft red winter wheat and corn, as well as peas, soy beans, etc.—Germain Mills, Inc., C. A. Provitz.

Durham, N. C.—C. F. Morriss, Inc., succeeded the J. S. Moon Co., Inc., on Jan. 1, 1929. On the same date C. F. Morriss, Inc., opened an office in Charlotte, N. C., doing a brokerage business and specializing in grain. Our address at Durham is 110½ Corcoran street, and our address at Charlotte is Independence Trust Building.—C. F. Morriss, C. F. Morriss, Inc.

## TENNESSEE

Nashville, Tenn.—We now have a 2,000-barrel capacity flour mill and are running full (day) time. Most of our business is now flour.—D. V. Johnson, sole owner of Tennessee Grain Co. and Tennessee Mill Co.

Memphis, Tenn.—W. L. Richeson & Sons, of New Orleans, prominent freight brokers and forwarders, have established an office here in the Cotton Exchange Building, actively operating April 1. This Memphis office will be a clearing house in the Mississippi Valley for the company's business. Charles B. Bowling becomes its vice-pres. and mgr. Mr. Bowling was formerly traffic director of the American Cotton Growers Exchange of Memphis, a co-organizer of the Memphis Cotton Traffic Club, member of the Southwestern Shippers Advisory Board, assisted in the systematizing of the Arkansas Cotton Growers Ass'n, and later be-

came its traffic mgr. The opening of this office and the additional service of W. L. Richeson & Sons will no doubt be of great interest to Mr. Richeson's friends in the grain trade. In the Jan. 25, 1929, issue of the Journal, on page 91, will be found an excellent likeness of W. L. Richeson, also an article giving the high lights of his successful career and announcing his election to the presidency of the New Orleans Board of Trade for the ensuing year.

## TEXAS

Denton, Tex. — The newspaper report that the Denton Milling Co. will increase its capacity is denied.

Ft. Worth, Tex.—The addition to the Kimbell Milling Co.'s plant is nearly completed and will be finished in time to take care of the new crop.

Sanger, Tex.—The Sanger Mill & Elvtr. Co. is reported to be contemplating increasing its grain storage capacity, also enlarging the feed department.

Gruver, Tex.—The R. L. McClellan Grain Co., with elevators at Spearman and Morse also, is erecting a 30,000-bu. elevator here, to be completed in time for the coming crop. Pope Gibner is mgr.

San Juan, Tex.—Mail addressed to the Valley Grain & Elvtr. Co. at this place is returned unclaimed. This firm was reported to be a member of the Texas Grain Dealers Ass'n about a year ago.

Dallas, Tex.—The Perry Burrus Elvtrs. are erecting a new office building at the elevator on Alamo street. J. C. Crouch, the mgr., will occupy it, together with the office force of the Perry Burrus Elvtrs. and the J. C. Crouch Grain Co.

Tulsa, Tex.—It is a fact that we are constructing a steel and concrete elevator in addition to our old plant here and equipping it with a 500-bu. per hour Randolph Direct Heat Drier. This house will have a capacity of 140,000 bus. We expect to complete construction about the first of June.—Farmers Grain Co., H. B. Hankins, sec'y-mgr.

Galveston, Tex.—In reference to the new elevator to be built by this company, Horner & Wyatt have been employed as consulting engineers to submit plans for such an elevator and headhouse. Certain contractors are also submitting plans, but as yet we do not know to whom the contract will be let, or how soon the work will be started. This, of course, can not be determined until we get further along with our plans and specifications. We expect to build the last word in a terminal elevator for delivery of grain to ships. The headhouse will be an entirely new structure, as well as the grain bins and storage. We believe when this is completed we shall have the largest headhouse and the fastest grain handling elevator on the Gulf of Mexico. Naturally in constructing a new house, this would be the thing to do.—F. W. Parker, gen'l mgr., Galveston Wharf Co.

## UTAH

Salt Lake City, Utah.—Wallace Cragun, former grain broker of this city, died March 17, of influenza.

Ogden, Utah.—H. E. Palmer, grain dealer here, was found dead at his home on March 18, heart failure having been the cause of his death. He was 50 years of age.

## WISCONSIN

Appleton, Wis.—Edward J. Kuck, part owner of the Western Elvtr. Co., was suffocated recently when he fell into a grain bin.

Milwaukee, Wis.—The finance com'te of the Chamber of Commerce has determined the rate of interest for the month of April, 1929, at 6 per cent.

Grantsburg, Wis.—We are the only grain elevator operators here, in connection with our feed and flour mill operations. We installed a new Munson Attrition Feed Mill last fall for custom feed grinding.—Hickerson Roller Mill Co.


Chippewa Falls, Wis.—Press reports that the New Richmond Roller Mills Co. had bot the Northern Elvtr. Co.'s elevator here are unfounded, as the new Richmond Company has no property at this place and there is no such firm as the Northern Elvtr. Co. at Chippewa Falls.

Watertown, Wis.—Frank B. Hoag, owner of the Frank B. Hoag Grain Co., died suddenly at his home here. Mr. Hoag's father established the elevator business nearly 30 years ago, and after the original structure was destroyed by fire, Frank Hoag rebuilt it. He was 47 years old.

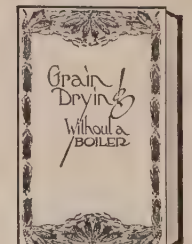
Milwaukee, Wis.—The withdrawal of some of the nominees of the Chamber of Commerce caucus, did away with the necessity of holding a primary, according to H. A. Plumb, sec'y of the chamber. Therefore the election was held April 1 without contest. A. L. Johnstone was chosen for pres.; A. L. Flanagan, first vice-pres.; E. LaBudde, second vice-pres., and Harry A. Plumb, sec'y and treas., all being re-elected. Directors were elected as follows: L. J. Keefe, Herbert H. Ladish, J. V. Lauer. Board of arbitration: Roy I. Campbell, E. S. Terry. Board of appeals: W. A. Hottensen, H. H. Peterson, H. M. Stratton.

Green Bay, Wis.—C. W. Hendrie, of this city, and I. C. Lyman, of Milwaukee, have bot the grain elevator formerly owned by Emil Hauterbrook, and will operate same under the firm name of the Green Bay Elvtr. Co. Mr. Hendrie has been identified with the flour milling business for a number of years, having operated mills in Iowa and Minnesota. Mr. Lyman is well known in the grain trade, having formerly been with the Cargill Grain Co. of this city and having operated terminal elevators in Milwaukee and Chicago. The new firm has opened offices in the Herrick Building and will do a general retail and wholesale business in grain, flour and feeds.

[Continued on page 455]



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## Grain Carriers

**ABERDEEN, S. D.**—The spring session of the Northwestern Shippers Advisory Board is scheduled to meet here on Apr. 18.

**SARNIA, ONT.**—S. S. John W. B. Boardman, first to enter the river from Lake Huron passed thru here on April 3, bound for Detroit.

**SAULT STE. MARIE, ONT.**—The ice in St. Marys river and Whitefish Bay is rapidly breaking. The harbor here is almost free from ice and the river is open for five miles from the mouth at Detour.

**WICHITA, KAN.**—An expenditure of \$100,000 in putting in additional trackage will expedite the movement of grain next fall by the Wichita Terminal Railway which serves Wichita industrial interests.

**CHICAGO, ILL.**—Officials of the Santa Fe system are contemplating extension of rail lines into newly developed Texas and Oklahoma agricultural territory on a scale which will meet the increasing production.

**ST. LOUIS, MO.**—The cancellation of export rates on wheat and flour via gulf ports from St. Louis and Kansas City was effected the 1st of this month. The cancellation had been postponed from Nov. 1 last year.

**ST. LOUIS, MO.**—Claiming the Inland Waterways Corp., operating the government barge lines, seized barges which were under lease to him, Edward F. Goltra has brought suit against the corporation for \$10,000,000.

GRAIN and grain products were loaded into 42,071 cars during the week ending Mar. 23. This was a decrease of 4,546 below the corresponding week last year, tho an increase of 5,114 over the same week two years ago.

## GRAIN DRIERS

for

**COARSE GRAINS,  
SEED CORN,  
BEANS,  
PEAS, ETC.**

## ROTARY DRIERS

for

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*We would be pleased to correspond with you.*

## ELLIS DRIER WORKS

Division G. L. M. Corp.

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**ST. PAUL, MINN.**—The C. C. Webber and six barges arrived here on April 2, coming up from St. Louis. These opened navigation on the upper division of the Inland Waterways Corp. lines. The barges were loaded with 300,000 bus. of grain awaiting shipment down the river.

**EXTENSION** of the privilege of shipping millet seed in bulk subject to a minimum carload weight of 40,000 lbs., now in effect generally in producing territory, to Montana and Pacific Coast territory, is the purpose of a proposal recently filed with the Trans-Continental Freight Bureau.

**WASHINGTON, D. C.**—On Mar. 8 Class I railroads had a surplus of 225,965 freight cars in good repair and immediately available for service, according to the car service division of the American Railway Ass'n. Surplus box cars totaled 95,907, a decrease of 3,079 in approximately a week.

**OMAHA, NEBR.**—A com'te composed of Stewart Gilman and John Kelly of Sioux City; W. R. Orchard, Council Bluffs, and Rufus E. Lee, C. E. Childs and Ballard Dunn, Omaha, went to Washington the first of this month to confer with officials regarding early development of navigation on the Missouri river above Kansas City.

**WICHITA, KAN.**—Joining of the eastern and western ends of the old Orient railroad will be accomplished by building 86 miles of new track from Alpine to Presidio. Application for authority to lay this track has been made to the Interstate Commerce Commission. The Orient was recently purchased by the Santa Fe, which is backing this move.

**MONTREAL, QUE.**—Claiming the steamer Burlington, which sank in the local harbor in 1927, carrying with it a cargo of grain belonging to James Richardson & Sons, Ltd., was unseaworthy and improperly managed and equipped, the grain company has brought suit against the steamship owners for \$100,000, declaring the grain was damaged that much by water.

**FORT WILLIAM, MAN.**—A meeting of shipping interests here proposed raising the rate on grain from Fort William to lower lake ports 1c bu., which would make the rate for opening of navigation 4c to Georgian Bay, Lake Huron and Lake Erie ports. The proposed increase must go before the Board of Railway Commissioners before it can be effected.

**PAYMENT** of claims for loss or damage to grain in shipment being carried by the railroads of United States and Canada in 1928 were slightly below those of the previous year. The figures were \$1,658,979 in 1928 and \$1,697,117 in 1927, showing a decrease of 2.2%. Total claims paid in 1928 for all commodities, and causes listed under robbery, improper refrigeration or ventilation, concealed loss, fire or marine loss or damage, totalled \$36,557,243, against \$38,713,059 in 1927.

**CLASS 1** railroads of this country in January continued to move freight shipments with the greatest promptness ever achieved. The daily average movement per freight car for that month was 29.5 miles, the highest average for any January on record, and an increase of 1.9 miles over January, 1928. The average speed of freight trains in January was 12.9 miles per hour, an increase of three-tenths of one mile above that for the same period last year and an increase of one mile above January, 1927.

**KANSAS CITY, MO.**—Transit privileges on thru and proportional grain rates originating south of the main line of the Santa Fe thru Hutchinson and Dodge City and west of a north and south line thru Strong City, moving to Kansas City and beyond to Gulf ports for export have been canceled. Routes in Missouri Pacific and Rock Island tariffs from southern Kansas to St. Louis and beyond to New Orleans for export are also canceled. The Kansas City combination now applies on export grain from this territory.

**PORT CHURCHILL, MAN.**—"Steel reached Churchill today" was wired back to Winnipeg on Mar. 29 and marked the completion of a railroad to Manitoba's developing port on Hudson Bay whereby water routes can be used during the summer months to cut down the long rail hauls of grain shipments. The present line is temporary, however, and a permanent line will soon be laid.

**BUFFALO, N. Y.**—The hazards of making late season shipping contracts with Great Lakes carriers will be cleared up in a suit coming before the Federal District Court here this month. It is over 22 vessels that failed to break thru the ice in the upper lakes in December of 1927 and were held until spring. Shippers ask damages for failure of vessel operators to deliver the grain on schedule and the ship owners are countering with a claim for damages because they were compelled to hold the grain thru the winter at transit rates.

### Ships Needed for Export at Gulf Ports.

The failure of the Federal Government thru its United States Shipping Board to place sufficient ocean freighters at Gulf ports to handle the export grain business offered by Southwestern shippers is taken to task by J. J. Kraettli, president of the Kansas City Board of Trade, in a letter directed to the Shipping Board. He says:

Considerable apprehension exists among Kansas City and Southwestern exporters regarding seasonal difficulty in obtaining sufficient ocean space at Gulf ports to meet foreign demand for grain produced in the Southwest.

With a persistent European demand for grain in the early part of the past crop year, the possibility of an export outlet for from 15 to 20 million bus. of wheat was lost. In addition, this market could not supply an existing demand for corn, barley and kafir, and there was no available tonnage.

This continued scarcity of ocean shipping facilities not only presents a problem for exporters of this important grain-producing territory, but also deprives farmers of this principal outlet for much surplus grain.

**Competition** of the United States Shipping Board has driven many smaller foreign operated lines and tramp steamers out of American ports, particularly from the Gulf. This was due to the establishment by the Shipping Board of regular lines from American ports to a large number of foreign ports. The withdrawal of these competitive steamers has left the grain industry primarily dependent on the United States government service. Before the formation of the government operated lines, freight room in large or small quantities was nearly always available to any large European port on a basis substantially lower than prevails at present, the rates now being considerably higher than the pre-war schedule.

**All during** the past season on wheat, and in the last several months on corn, barley, and kafir, Kansas City and Gulf exporters besieged officials of your organization with requests for ships to carry grain already sold, and for additional ocean space by which they might offer more grain in reply to constant requests and bids coming from the European buyers. Exporters were driven out of the market, as there was general reluctance to contract grain, as Shipping Board agents stated repeatedly that no ships were available. With large stocks of grain in Kansas City elevators and at the seaboard and considerable grain ready to move from the farm, it was impossible to consummate sales. There is no way of estimating the loss to the growers and the grain industry as a whole in this territory.

**Farm relief:** Certainly, no better farm relief could be advanced than to open new outlets and move the exportable surplus of products out of this country. If the Shipping Board continues to disregard this important fact in its failure to supply the necessary ships during the season of big European demand, it will have the effect not only of depressing the American price for grain but will also place the future of our grain export possibilities in jeopardy.

We are fully aware of the explanation that limitation of shipping facilities has been the direct result of insufficient appropriations. But here is a factor that offers a practical and vital method of disposing of burdensome and price-depressing grain surpluses, and steps should be taken to show the justification for the government entailing the expense of conditioning boats not now in service.

The grain trade is eager to ascertain the attitude of the Shipping Board in this matter, and a statement as to what future action may be expected in supplying the demand for ocean transportation during the forthcoming harvest.

Assuring you of the hearty co-operation of this grain exchange in any plans that will bring about a more favorable shipping situation at our Gulf ports.—J. J. Kraettli, president, Kansas City Board of Trade.



## I. C. C. Activities.

In 18,196, Geis—White Grain Co. v. Santa Fe, held the rates complained of on wheat from Beaver, Okla., to Ogden, Utah, were not unreasonable.

In No. 20776 the Commission decided in favor of the Hales & Hunter Co., Chicago, that the rate charged by the Chicago & Alton on a carload of oats from Lenock, N. D., to Athens, La., was too high.

In I. & S. 3175, the Commission ordered canceled the suspended schedules on routing of export grain from Oklahoma to Louisiana ports. The cancellation of certain routes was approved and of others disapproved. New schedules are to be filed.

No. 22066 is a complaint by the Light Grain & Milling Co. of Liberal, Kan., against the Rock Island asking reasonable rates on grain and products accorded transit at Liberal, re-forwarded from points in Kansas to interstate destinations.

In 20832, John Wickenhiser & Co., v. C. I. & L., involving two carloads of bulk corn, moving from Chalmers, Ind., to Waterville, Me., and Abbott's Run, R. I., respectively, complaint was dismissed in as much as shipments were not misrouted.

In 21987, Thurman & Bray, Lynnville, Tenn., v. L. & N., rates and charges on bulk shelled corn from Riversburg, Tenn., to Birmingham, Ala., are alleged violations of sections 1, 3 and 4 of the Act. Reparation and rates for the future are asked.

In the case of the Beacon Milling Co., Aurora, N. Y., which petitioned for a change of transit rule which would effect the same basis as is in use at Buffalo and Chicago, the Examiner recommended that the present rule be found unreasonable and prejudicial to the company.

Freight rates on blackstrap molasses shipped to Eastern ports in tank ships and distributed from them to destinations in tank cars is the subject of a postponed hearing which will be held before the I. C. C. at the Hotel Buffalo, Buffalo, N. Y., on Apr. 30. Seventeen New York and Pennsylvania feed manufacturers are the complainants. They declare the rates are unreasonable.

Increased sweet clover seed rates averaging 63% higher than the old rates, proposed by the Milwaukee and the North Western railroads from points in Minnesota and the Dakotas to Sioux City, Ia., and suspended in I. & S. docket 3173, were found not justified and ordered cancelled by the Interstate Commerce Commission.

In I. & S. 3254 schedules in supplement 14 to I. C. C. A-1896 and I. C. C. 2081, proposing to establish proportional import commodity rates on carloads of flaxseed from Gulf ports to Fredonia, Kan., and Missouri River points, representing material reductions in existing rates, were ordered suspended from Mar. 10 until Oct. 10.

Suspension of proposed rates on corn and wheat from Guymon, Okla., to Kansas City, St. Louis and Chicago over the M. K. & T. is sought in a brief filed with the Interstate Commerce Commission. The proposed rates would cause an increase of 2½¢ per 100 lbs. and would apply over the New Beaver, Meade & Enfieldwood branch.

In 20343, Arcady Farms Milling Co., Inc., v. C. B. & Q., rates were found reasonable and lawful on carloads of alfalfa hay from points in Kansas, Nebraska, Missouri, Iowa, Colorado, Wyoming, and Montana, ground into meal at points in the Kansas City switching district and shipped beyond in straight carloads of alfalfa meal or as a part of prepared stock foods. Complaint dismissed.

In 21274, H. C. King & Sons, Inc., Battle Creek, Mich., v. M. C. R. R., examiner for Commission recommends finding demurrage charges collected on 10 cars of clover seed held at Detroit, Mich., and one car held at Black Rock, N. Y., were inapplicable and should be refunded. The charges concern seed moving in bond and held at ports of entry, pending release by the Department of Agriculture.

Attempts of the Santa Fe, Rock Island and Missouri Pacific lines to increase rates on grain to Kansas City and Wichita, if such grain were billed to Gulf ports over other railroad lines, failed when the Interstate Commerce Commission ordered the proposed rates canceled and its decision was upheld in Federal courts. Effecting the proposed schedule, it was shown, would cause discrimination between Gulf ports.

In I. & S. 3006, J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade on Mar. 28, filed a reply brief on the complaint by the Southwestern Millers League against the Santa Fe, involving grain and grain products rates from Western points to C. F. A. territory.

In 19224, Sperry Flour Co. v. C. R. I. & P. et al. it was found storage in transit was not authorized at Forth Worth on wheat moving from points in Oklahoma to destinations in California, shipped in 1923. Failure of the C. R. I. & G. to authorize transit at Forth Worth was not unreasonable except that it was prejudicial in that transit was authorized at other points in Texas. The prejudice was ordered removed.

In I. & S. 3247 schedules published in I. C. C. WL-9892, proposing grain milling and malting provisions applicable at stations on the B. & O. (Sandusky, Willard, Stewartsville, Belpre, O., and points west) would not apply when inbound grain originates at connecting lines stations and the outbound product from transit point is destined to or over points on the Pennsylvania system, are suspended from Mar. 1 until Oct. 1. The only exception to the proposed restrictions was on shipments destined to points on or over the Pennsylvania, Cumberland Valley division, via Cumbo, W. Va.

In 21056 Examiner Curtis recommends that the Commission condemn as unreasonable the rates and rules governing transit on grain and products from the Mississippi Valley and southeast thru Cayuga, N. Y., and there mixed into feed by the Beacon Milling Co. The roads assess the mixed feed rate from point of origin to destination, whereas competitors at Lancaster, York, Buffalo, Toledo and Chicago are able to ship from the milling in transit point on the basis of the outbound product rate to final destination.

Spraying of all small areas and patches where wild garlic is growing is being urged by the crop improvement com'te of the Southern Illinois Millers Ass'n. Any work to exterminate this pest will help to reduce the discounts for its appearance in soft winter wheat.



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# Supreme Court Decisions

Digests of recent decisions by State and Federal Courts involving rules, methods and practices of the wholesale grain, field seeds and feedstuffs trades.

**FURNISHING CARS**—The furnishing of cars for an interstate shipment is governed by the federal rule. Railroad being unauthorized to give special service to have cars at a certain time, it cannot be liable for failure to notify shippers that cars were actually available, since it would be a special service and unlawful. —*Tuttle v. Quincy, O., & K. C. R. Co. Kansas City Court of Appeals, Missouri. 13 S. W. (2d) 1111.*

**CO-OPERATIVE LAW INVALID.**—Proviso of Comp. St. Okl. 1921, § 3714, as amended by Laws 1925, c. 109, authorizing establishment of a co-operative cotton gin on petition by 100 citizens and taxpayers, held in violation of the Fourteenth Amendment, as a denial of the equal protection of the laws to those operating gins for which adjudication of necessity is required pursuant to sections 3712 and 3716. —*Frost v. Corporation Commission of Oklahoma. Supreme Court of the United States. 49 Sup. Ct. Rep. 235.*

**DELIVERY ON FUTURE TRADES.**—In action to recover balances due on a series of transactions for purchase and sale of cotton for future delivery, findings of jury on special verdict that actual delivery of cotton was not intended, but that it was intended that transaction should be settled through rules of cotton exchange, held irreconcilably conflicting, where rules contemplated actual delivery; and court was therefore not authorized to enter judgment, notwithstanding additional findings of fact which trial court endeavored to make.—*Chas. W. Wells v. L. E. Mounger, U. S. Circuit Court of Appeals. 30 Fed. (2d) 521.*

**WOOL DEALER NOT BOUND BY GOVERNMENT REGULATION OF PROFIT.**—Wool dealer, operating generally as central dealer, accepting commission in accordance with government regulation, and making required reports, was not thereby estopped from refusing to comply with excess profits provisions of regulations. Requirement in government regulations relating to wool, for surrender by wool dealer of excess over 5 per cent gross profits in case of central dealer and of 1½ cents per pound in case of country dealer, constituted a penalty, which executive department of government had no power to impose. Wool dealer was not bound by government regulations requiring surrender of excess over certain gross profits as a penalty, whether or not his conduct in complying with regulations in other respects was equivalent to agreement to operate under the government regulations. —*United States v. S. E. Avery. U. S. District Court, New York. 30 Fed. (2d) 728.*

**Mexico City, Mexico.**—A decree recently issued prohibits exportation of dried garbanzos (chick peas) from Mexico until Aug. 31 of this year.

## Disposal of Off Grade Grain

Blasser & Marks, Denham, Ind., plaintiffs, v. A. K. Zinn & Co., Battle Creek, Mich., defendants, before Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Frank G. Coe, H. W. Reimann and Bert Dow.

This arbitration case involves two contracts in which there are separate controversies.

The first arises over a car of buckwheat sold by the plaintiffs to the defendants on Oct. 17, 1927. This purchase was confirmed by the defendants as follows: "We are pleased to confirm purchase from you today, by 'phone and letter, contents one sixty-capacity car clean buckwheat at \$1.60 per cwt., f. o. b. Denham, Ind., shipment quick, destination weights and grades. Grain Dealers National Ass'n rules to govern, order car for Quincy, Mich., billing instructions later." This was further confirmed by the defendants by letter on Oct. 18. This sale was not confirmed by the plaintiffs nor confirmation of defendants objected to. Car was shipped on Oct. 21, within contract time and draft for \$1,100 drawn on the defendants. This controversy arises over an alleged shortage in weights at destination, resulting in an overdraft of \$71.04.

The com'te awards the defendants the sum of \$71.04, the amount of overdraft, in accordance with the terms of the contract.

The second controversy arises over a car of rye sold by the plaintiffs to the defendants on Oct. 17, 1927, and confirmed by the defendants on the same day as follows: "We are pleased to confirm purchase from you today by 'phone of one sixty-capacity car No. 2 rye at 97 cents a bushel, f. o. b. Denham, Ind., shipment prompt, ten days, final destination weights and grades, Grain Dealers National Ass'n trade rules to govern, 1c to 1½c a bushel discount for No. 3 rye." On the following day, October 18, the defendants wrote the plaintiffs to wire collect when car of rye was loaded and they would give billing. After considerable controversy in which the plaintiffs demanded that the defendants furnish a representative to supervise the weighing of the car of rye and settle for same, which was complied with, the defendants' representative issued check to plaintiffs for the amount loaded into car, less two cents (2c) a bushel to cover the discrepancy in grade at destination. However, payment of check was stopped by the defendants who issued another check, payment on which was also stopped when the defendants received grade of rye upon arrival at Buffalo. This car was billed on November 21—Notify, defendants at Buffalo, with insertion on bill of lading, "Federal inspection requested." On Dec. 1 the defendants were notified thru their representative at Buffalo that car graded "sample rye, heating and musty," which grade was sustained by federal appeal on December 5. Defendants notified the plaintiffs of the grading of the car and on the following day, Dec. 6, wired their representative to unload car sample rye, clean and cool, and report. Upon unloading it was found necessary to dry the car of rye.

Offers of application of car on contract were made by the defendants to plaintiffs, which were not accepted, and after again indulging in considerable correspondence and wires the defendants asked the plaintiffs to advise disposition of this car and on Jan. 5 the plaintiffs wired the defendants as follows: "Regarding car rye, sell best advantage, remit net proceeds by bank draft, also forward all papers to us." This wire was acknowledged by the defendants' letter in which they state in part: "We would have much preferred your taking the other course: letting us out on an even basis and having some of your eastern friends market the car of rye, but inasmuch as you wish us to do so, we will do the best we can and save you every dollar we can in handling of this car." The car was consigned to an interior mill in Pennsylvania and rejected and finally forwarded to a representative of the defendant in New York City, who sold the car on February 20 at \$1.11½ a bushel, delivered New York. The com'te holds that the telegram of plaintiffs to the defendants on January 5, quoted above, is very vital in the solution of this controversy and that the plaintiffs are liable for any loss in handling the car. The net proceeds of the car, after the deduction of all charges at Buffalo and New York, are \$839.60. The defendants remitted a check to plaintiffs for \$747.26, leaving a balance of \$92.34 still due the plaintiffs on this car.

The defendants include in their case a counterclaim for alleged loss due to their inability to apply this car of off-grade rye against one

of their contracts, but inasmuch as this part of the transaction was not handled in accordance with our trade rules, the com'te disallows this claim.

The com'te awards the amount of \$92.34 in favor of the plaintiffs on the car of rye.

Taking the two contracts involved into consideration this will leave a net amount due the plaintiffs after deducting the \$71.04 from \$92.34 of \$21.30. We assess the cost of arbitration to be divided equally between the litigants.

## Buyer Can Not Go Back of Inspection Certificate.

C. C. Isely Lumber Co., Dodge City, Kan., plaintiff, v. Scott County Milling Co., Sikeston, Mo., defendant, before arbitration com'te No. 5 of the Grain Dealers National Ass'n, composed of F. A. Theis, G. E. Blewett and Geo. R. Gould.

The plaintiff in this case seeks to recover from the defendant \$359.60, which represents discounts at which the defendant applied two cars of wheat, shipped by the defendant on two separate contracts.

The evidence shows that car No. 23378 was shipped on a contract of 10,000 bus. of No. 1 hard wheat at a price of \$1.43 delivered Little Rock, on Kansas official grades and destination weights, July shipment, No. 2 to apply at \$1.42. Both the plaintiff's and the defendant's contracts are identical as to price and terms of trade. This car was invoiced by the plaintiff on July 10, 1928, as No. 1 hard wheat, and a memo on its invoice read, "Inspection and protein certificates attached." Apparently the inspection certificate was not attached to the invoice, however, for on July 16, 1928, the plaintiff wrote to the defendant, inclosing the inspection and protein certificates on the car, referring to the invoice sent them on July 10, 1928. On July 17, 1928, the defendant wired the plaintiff that car No. 23378 had arrived and was hot and musty and they could use it at 14 cents a bushel discount. A number of wires were exchanged on July 17 in which the plaintiff called attention to the fact that the car was sold on Kansas official grades, but as a matter of policy they would be willing to make a reasonable discount, due to the fact that it had misgraded at destination. Without reaching any agreement, however, the defendant unloaded the car, and then on July 21, 1928, made account sales to the plaintiff, deducting 15 cents a bushel on account of the grade at destination. The plaintiff wrote the defendant on Aug. 1, 1928, objecting to the discount on the car, which amounted to \$301.62, and after some correspondence had been exchanged on Aug. 9, 1928, plaintiff offered to split the loss and accept 7½ cents a bushel discount on this car, just to get it straightened up, or if this basis of settlement could not be arrived at, they suggested that the entire matter be submitted to the Grain Dealers National Ass'n arbitration for settlement. This same proposition was again extended defendant on Sept. 6 and again on Nov. 10, but apparently no agreement could be reached between the plaintiff and the defendant as to settlement.

This com'te finds upon reviewing the facts, that on this particular car, the contract specifically called for Kansas official inspection, and the plaintiff furnished a Kansas official inspection, showing this car to be No. 1 hard wheat. We, therefore, decide that no discount should be allowed, and find for the plaintiff in the total amount of \$301.62.

The second car in dispute, No. A. T. 42866, was shipped to apply on a sale made by the plaintiff to the defendant on July 23, 1928, calling for 10,000 bus. of No. 1 hard wheat at \$1.25 delivered Sikeston, Mo. On this contract, the defendant's contract read "Sikeston official weights and grades, twenty days shipment." No mention is made in defendant's confirmation of any lower grades to apply. Whereas plaintiff's contract read just the same as to price, except Kansas official grades, destination weights, dry No. 2 to apply at 1 cent less. However, the defendant does not disagree with the plaintiff's confirmation, which plainly reads "Kansas official grades, destination weights" in fact the defendant states in his brief in this case, that Exhibit No. 30 (which is plaintiff's confirmation) in the plaintiff's file is not disputed. This car was invoiced by the plaintiff on July 23, 1928, as No. 2 hard wheat, 59.7 lbs. and it was stated on the invoice that inspection and protein certificates were attached. Plaintiff also submits in evidence, Kansas inspection certificates on this car No. A. T. 42866, one at Dodge City, Kans., on July 18, 1928, as No. 2 hard wheat 59.6 lbs., 13.3% moisture, and another on July 21, 1928, at Great Bend, Kans., as No. 2 hard wheat 59.7 lbs., 13.5% moisture.

The car arrived in Sikeston, Aug. 6, 1928, and graded according to Missouri State Inspection No. 4 hard wheat 60 lbs., 15% moisture. Defendant rendered the plaintiff account sale on Aug. 8, 1928, applying car at 5 cents a bushel discount, to which the plaintiff objected, and requested that they be credited with 4 cents a bushel, as car was sold on Kansas inspection and should have applied only at one cent dis-

## Grain Claims Bureau, Inc.

Box 687, Station A. Champaign, Ill.

Freight claim savings of \$100.00 or more per year, are worth making. Audits are made on a percentage basis; no other costs whatever. If examination of your shipping records is permitted, it will save you money.

W. S. Braudt  
Aud. and Treas.  
Champaign, Ill.

Harry J. Berman  
General Counsel  
Chicago, Ill.



count, since the grade was No. 2 hard wheat. Some correspondence was passed back and forth, in which the defendant claimed that the Kansas inspections were very lax and that they felt an error had been made in the grading of this car, and therefore the Missouri inspection at destination should cover.

This com'te in reviewing the facts, finds that this car was correctly applied on contract which calls specifically for Kansas inspection, and that since Kansas inspection was furnished, car should apply at only one cent discount as No. 2 hard wheat. We, therefore, find for the plaintiff in the amount of \$57.98.

In summing up the above, we allow the plaintiff total claim of \$359.60 and assess all costs against the defendant.

## Insurance Notes.

ALTON, ILL.—Rolla Watson, connected with the inspection department of the Alton Millers Mutual Fire Insurance Co., and well known in milling and grain circles, died on Apr. 1. He had been located at Wichita, Kan., and Kansas City, Mo., at various times, but for the past few years had made his headquarters here.

## Grain Trade News.

[Continued from page 451]

Marshfield, Wis.—Our recent fire, which was caused by a short circuit in the wiring of the motor on the grinder, caused a loss of approximately \$2,000 to the elevator. Replacement of new grinder and repairing of building are now in progress and it is expected that the mill will be in operation in a few days. Much credit is given to the local fire department for the manner in which it extinguished the fire, for it had gained much headway in the wooden structure. — Farmers Co-op. Produce Co.

## WYOMING

Hawk Springs, Wyo.—We are building a new elevator at Hawk Springs, Wyo., of 15,000-bu. capacity.—Lexington Mill & Elevtr. Co., J. E. Jacobson, pres.

## Plugged Fuses.

BY C. W. GUSTAFSON

Chief Engineer Mutual Fire Prevention Bureau

As this is written we have on our desk six cartridge-type fuses, all of which are bridged or plugged in one way or another. These were gathered during one week when fourteen elevators were visited and inspected and all in one state. Were the circumstances unusual, like rainy weather in Los Angeles, or does this represent the average of conditions in the electrically-driven elevators throughout the country? We are inclined to believe that we hit the bad ones.

At any rate, it does bring out the need for again emphasizing the hazards introduced when fuses are plugged or bridged so as to make them useless as protective devices.

WHAT IS A FUSE? One of the best definitions we have heard is, "A fuse is a properly designed weak spot in an electrical circuit." Thus, when circuits are overloaded, or when other trouble occurs such as short circuits, accidental grounds, or other faults, the weakest part of the circuit opens or burns out. If the fuses are the weakest part of the circuit, as is the case when they are of proper size and not plugged, they will fuse and open the circuit without other damage than making necessary the replacement of the fuse or fuse link after the trouble has been found. On the other hand, if the fuses are plugged, bridged, or oversize, it means that some part of the wiring or motor windings are going to be overheated and finally burned out, which may, and has resulted in the total destruction of the building.

A fuse is a safety valve! Observe the fireman of a steam power plant. When the safety valve on his boiler begins to show signs of blowing off, he checks his fire, instead of adding weights to the beam of the safety valve. In other words, he reduces the load on the boilers. The same should apply to electrical installations; when a fuse blows it should not be

plugged or replaced with a larger fuse. Blowing of fuses is an indication of trouble or overloading.

When a fuse blows, look for the trouble, or better, call in a competent electrician, and remedy the trouble and then replace the blown fuse with a good fuse of proper size. Strict adherence to this practice will save time, money and property.



**FIRE BARRELS** filled with solution of Calcium Chloride provides better protection for your elevator and reduces your insurance rate. Write for particulars.

**CARBONDALE FIRE PROTECTION CO.**  
CARBONDALE, PENN.

## TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

We write Fire and Tornado Insurance covering Grain Elevators and contents, also Dwellings and Mercantile property.  
**OVER HALF A MILLION DOLLARS RETURNED TO OUR POLICYHOLDERS IN 26 YEARS**  
**ASK ABOUT OUR SAVING PLAN**

E. A. Brown, Pres. W. Z. Sharp, Treasurer  
W. J. Shanard, Vice-Pres. E. H. Moreland, Secretary



## CHANGES

about the plant—new machinery, new power units, a new addition, or perhaps just remodeling—usually influence the insurance rate. If you plan any changes and wish to maintain your rate as low as possible, through standard construction and installation methods, your insurance company should be notified.

**GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO.**  
INDIANAPOLIS, INDIANA

J. J. Fitzgerald  
Secretary & Treasurer  
Indianapolis, Ind.

C. R. McCotter  
Asst. Secy. and Western Mgr.  
Omaha, Neb.

## Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President  
A Legal Reserve Mutual Fire Insurance Company

## Selection of Risks

is essential to the security of  
an insurance company.

## Selection of an Insurance Company

is just as essential to the  
security of an assured.

**The "MILL MUTUALS" fulfill  
the most rigid requirements.**

Write your insurance company  
or this office for details.

## Mutual Fire Prevention Bureau

230 East Ohio Street  
Chicago, Illinois



# Field Seeds

**GRAFTON, N. D.**—The Grafton Seed Co. has opened for business here. H. R. McDonald is in charge.

**MEDFORD, ORE.**—Construction of a 40x 110 ft. building is under way for the Monarch Seed & Feed Co. It is expected to be completed by July 1.

**OWENSVILLE, IND.**—A storage company for feeds and seeds has been organized here with Manfred L. Lowe, of Owensville, as the president.—W. B. C.

**OMAHA, NEB.**—The regular spring meeting of the Western Seedsmen's Ass'n will be held at the Fontenelle Hotel here on Apr. 27. Geo. W. Cummings of Sioux City, Ia., is sec'y.

**SASKATOON, SASK.**—The Dominion Seed Branch has opened a seed testing laboratory here, fitted with modern apparatus for testing seed grain and employing a staff of 15 experts.

**WASHINGTON, D. C.**—The \$6,000,000 Federal seed, feed and fertilizer loan fund is to be co-ordinated with the program of the Red Cross in rehabilitating the southeastern flood district.

**EVANSVILLE, IND.**—Indiana farmers reporting on Minota oats yields to the com'ite of Indiana Corn Growers' Ass'n reported 10 to 25 bus. more oats per acre from this variety than from others grown.—W. B. C.

**BUDAPEST, HUNGARY.**—After a year as manager of the New York branch of Fekete Bros., wholesale seed merchants, Frank Fekete has returned to the head office here, bringing increased knowledge of American requirements.

**PAYETTE, IDA.**—A seed business is being established by the Farmers Feed & Seed Co., a new company here headed by N. D. Vail of Emmett, and locally managed by Harold Lyon. A feed grinding business will also be established.

## Directory

### Grass and Field Seed Dealers

#### AMARILLO, TEXAS.

Hardeman-King Co., field seed merchants.

#### BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

#### CHICAGO, ILL.

Johnson, Inc., J. Oliver, field seeds.

Kellogg Seed Co., John L., field seeds.

#### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

#### CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

#### COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

#### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

#### KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.

Rudy-Patrick Seed Co., field seed merchants.

Tobin-Quinn Seed Co., Missouri Blue Grass.

#### LIMA, OHIO.

Ackerman Co., The, wholesale grass field seeds.

#### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

Teweles Seed Co., L., field and grass seeds.

#### MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.

Minneapolis Seed Co., field seed merchants.

#### ST. JOSEPH, MO.

Mitchell Seed Co., wholesale field seeds.

#### ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.

Mangelsdorf & Bros., Ed. F., wholesale field seeds.

**BRISTOL, PA.**—H. S. Mills, formerly at the Riverhead branch of Cornell University, has become associated with the D. Landreth Seed Co. here. He will be principally concerned with stock breeding, and overseeing trial grounds and seed growing districts.

**TERRY, MONT.**—The Great Plains Seed Co. was recently organized here with \$50,000 capital stock. Officers are Grover E. Lewis, pres.; E. C. Spurling, vice-pres.; Thomas M. Murn, sec'y-treas. A ranch has been purchased, 200 acres of which will be sowed to alfalfa for seed purposes.

**DISHMAN, WASH.**—Morrison Bros. Seed Co. is the name of the reorganized and reincorporated Morrison Seed Co. of which Norton H. Morrison of Fairfield is pres.; Edna R. Morrison, vice-pres.; Edw. H. Hughes, sec'y-treas.; and E. O. Morrison, general manager. The capital stock is \$50,000.

**THE INDIANA Seed Corn Growers Ass'n** has certified over 1,000 acres of soybeans for seed. Purdue University is encouraging farmers to test soybean seed before planting since a great deal of the seed offered shows germination of 75% or less and very little of it goes over 90%.

MUCH of the barley raised in parts of Indiana does not germinate well and is badly infested with scab. It seems the season has affected the oats in a similar manner. Close examination of the grain shows a great deal of scab, making it useless for seed.—Harold Gray, Crabbs, Reynolds, Taylor Co.

**OTTAWA, ONT.**—For the benefit of Quebec farmers the Dominion Department of Agriculture persuaded the railroads to reduce freight rates on wheat, oats, barley, rye, corn, clover, alfalfa and timothy in carloads and less than carloads for seed purposes. The reduction became effective last Feb. 15, and will continue to May 31.

**BLOOMFIELD, IND.**—The result of the first seed corn testing under the direction of Virgil D. Sexson, county agent of Greene county, indicates farmers at least should exercise great care in the choice of seed if they expect a good stand of corn. Sexson tested 1,010 ears and the result showed that 27 percent was unfit for seed purposes.—W. B. C.

**MINNEAPOLIS, MINN.**—For many months the prices of Northwest flax have been too high as compared with Argentine seed. This was probably brought about by the short crop in the U. S. and speculators buying, in the hope of an early advance in flax duties. Recently there has been some readjustment in this situation, but it would still be difficult for crushers to buy U. S. flax and compete with oil made from Argentine flax.—Archer-Daniels-Midland Co., letter of Mar. 29.

### Imports and Exports of Seeds.

Imports and exports of seeds for February, compared with February, 1928, and the two months ending with February, are reported by the Bureau of Foreign and Domestic Commerce, in lbs., as follows:

	IMPORTS			
	February 1929	February 1928	2 mos. ending Feb. 1929	2 mos. ending Feb. 1928
Alfalfa .....	101,685	11,263	688,638	115,621
Red clover .....	1,096,133	1,607,562	2,789,855	3,207,833
Alsike .....	1,121,422	1,225,609	1,839,283	2,003,481
Crimson clover .....	99,934		136,609	30,422
Other clover .....	1,044,371	1,260,428	2,055,561	1,842,701
Vetch .....	201,676	98,013	418,478	361,475
Grass seeds .....	592,343	537,409	1,585,557	1,355,032
	EXPORTS			
	February 1929	February 1928	2 mos. ending Feb. 1929	2 mos. ending Feb. 1928
Alfalfa .....	9,577	53,194	105,161	138,564
Red clover .....	32,310	107,954	69,383	185,847
Other clover .....	34,396	49,959	74,618	168,764
Timothy .....	912,632	1,787,247	1,008,712	4,025,126
Other grass seeds .....	696,587	432,238	1,411,470	1,113,632
Other field seeds .....	336,496	335,108	515,120	934,067

**ETHEL ELY PATTISON**, head of the International Seed Testing Laboratories in New York City, is a subject for the Interesting People Department of the latest American Magazine. In briefly reviewing her accomplishments in testing and analyzing forage crop seeds the article passes on the information that she is "now preparing to open laboratories in Paris and Hamburg" to take care of the demands of Europeans for consultation service.

**DE KALB, ILL.**—Following action of the city council in refusing to acknowledge a rebuilding permit granted by one of the city officials to the DeKalb County Agricultural Ass'n so that the organization's partially burned seed house could be rebuilt, the Kiwanis club, fearing loss of the business in that it might move to a neighboring town, took measures with the council so that the permit might go thru.

**RALEIGH, N. C.**—A \$10,000 appropriation to cover a period of two years was included in an Act passed by the last North Carolina legislature to foster certification of farm seeds. The act set up a seed improvement division in the extension service of the North Carolina Agricultural College, and created a board composed of the Governor, Commissioner of Agriculture, and the Dean of the Agricultural School, to have control of production, distribution and certification of pure farm seeds.

**FORT WILLIAM, ONT.**—The local branch of the Dominion Seed Department is having difficulty in filling a request for a shipment of pure Garnet wheat to Great Britain to be tested by British and Continental millers for milling value. While a great many cars of representative Garnet was received early in the season this was all graded No. 2 and has long since lost its identity since it was not binned separately. The opinion of British and German millers will have a big influence in determining whether the grading on this type of wheat will be improved to the growers benefit or continue as heretofore. A lot is to be shipped in bags.

**THE SHORT SEASON** and moist climate of Wisconsin requires the use of Wisconsin grown seed for satisfactory corn crops, says A. L. Stone, in charge of seed control for the state department of agriculture. He is effecting a seed verification service and campaign of publicity so that seed from other states will be so labeled. Selective breeding has developed a high quality of seed corn in Wisconsin and some seed dealers have found it profitable to ship Wisconsin seed to Nebraska for growing under contract and shipping the resulting seed back to Wisconsin for sale as a Wisconsin variety. Two or more growing seasons in Nebraska will often ruin seed corn for seed purposes in Wisconsin.

### Seed Cleaning Urged by Northwest Ass'n.

A seed cleaning machine mounted on a truck is making the rounds in Minnesota teaching the farmers how to clean and treat their seed for planting to produce bigger and cleaner yields. It is working under the auspices of the Northwest Crop Improvement Ass'n, with which the extension department of the University of Minnesota is co-operating thru R. C. Rose, plant disease specialist. Farmers are bringing in seed wheat to appointed locations and the machine cleans and treats certain amounts free of charge.

The cleaner is fitted with four spouts, from one of which mustard seed and seed of a similar size emerge, from another oat seeds and other mixtures, from the third comes cracked and shriveled wheat berries, from the fourth comes the cleaned seed wheat which is delivered to a smut treating unit which applies copper carbonate dust as a preventive. The grain is then sacked and returned to the farmer.

Elevator operators are co-operating by finding suitable locations for the machine to operate and giving publicity to the time and location when the machine will make its demonstration. The machine will continue in operation until planting time is passed.



## Warning on Seed Oats.

*Grain Dealers Journal:* A large percentage of the oats harvested last fall will not do to sow. This astonishing fact does not seem possible as most of the crop was threshed under favorable conditions, yet we are finding out daily in making germination tests for our farmer friends and from different lots brought into the elevators that only a small percentage will do for seed.

It is probable that the unusual wet season early last year is the cause, and due to this the germ was weakened and killed. Our tests show that each kernel germinates into a good sprout or is entirely dead. Most of these tests range from 17 per cent to 70 per cent germination.

The barley raised here does not germinate well and is badly infested with scab. We have found none which germinates better than 50 per cent.

The season has affected the oats in a similar manner. Very few farmers are aware of this situation and wide publicity should be given to those wishing to sow oats. Every available lot of good oats showing good germination should be saved and used for seed. Unless this is done we must count upon an oats failure through this section.—Crabbs, Reynolds, Taylor Co., Crawfordville, Ind.

## Toledo Wheat Improvement Conference.

A soft winter wheat improvement conference was conducted in Toledo, O., late last month and was well attended by millers, agronomists, grain dealers and agricultural experts from Ohio, Michigan and Indiana.

Discussion brought forth an agreement on a five-year standardization program for developing the best varieties of winter wheat from the milling standpoint.

It was estimated that research work on soft winter wheat varieties for this territory would benefit 700,000 farmers since such work would be conducted at the Wooster (Ohio) Experiment Station, Purdue University, and Michigan State College. National Milling Co. offered to furnish \$25,000 for fellowships at these educational institutions and its offer was accepted. Other interested milling companies will offer further financial assistance as needed.

It is expected that within five years good standard varieties will have been selected and millers and grain dealers will be paying a premium for them over ordinary wheat.

## Seed Movement in March.

Receipts and shipments of seeds at the various markets during March, as compared with March, 1928, in bus., were as follows:

FLAXSEED				
	Receipts		Shipments	
	1929	1928	1929	1928
Chicago, bus.....	230,000	220,000	.....	1,000
Duluth, bus.....	37,332	108,655	11,525	294,908
Ft. Wm., bus.....	17,856	36,685	.....	110,501
Milwaukee, bus.....	8,580	135,850	4,290	370
Minneapolis, bus.....	327,940	470,990	349,980	334,860
Superior, bus.....	22,458	76,172	.....	417
KAFIR AND MILO MAIZE				
Denver, cars.....	5	3	.....	.....
Galveston, bus.....	.....	.....	204,196	90,842
Houston, bus.....	.....	.....	55,714	72,044
Hutchinson, cars.....	253	237	.....	.....
Kansas City, bus.....	705,100	591,800	451,000	463,000
St. Joseph, bus.....	16,500	4,500	.....	.....
St. Louis, bus.....	158,400	163,200	44,400	50,400
Wichita, bus.....	28,600	13,200	16,900	3,600
CLOVER				
Chicago, lbs.....	1,616,000	1,313,000	654,000	1,217,000
Milwaukee, lbs.....	74,790	356,601	2,187,425	922,925
New York, bags.....	3,723	1,881	2,105	4,556
Toledo, bags.....	.....	.....	.....	.....
SORGHUMS				
Cincinnati, bus.....	1,400	.....	.....	.....
New Orleans, cars.....	5	12	.....	.....
CANE SEED				
Kans. City, bus.....	27,600	123,350	36,800	11,500
ALSIKE				
Toledo, bags.....	551	544	1,311	972
TIMOTHY				
Milwaukee, lbs.....	1,080	219,520	316,110	541,326
Chicago, lbs.....	802,000	1,826,000	1,478,000	2,578,000
Toledo, bags.....	1,487	1,403	2,200	1,244

## Sunflower Seed Grades.

Grades for sunflower seed have been adopted by the Division of Grain Inspection, Department of Trade and Commerce of the State of Illinois and are being promulgated by the University of Illinois. An inspection laboratory working under these standards was opened by the Illinois State Division of Grain Inspection at East St. Louis on Mar. 1 of this year. The variety particularly referred to is Mammoth Russian.

No. 1 is permitted a minimum test weight of 26.5 lbs. per bu. and 11% maximum moisture, 2% foreign material, 2% damaged grains, 3% black or wild sunflowers, and shall be cool and sweet, tho they may be slightly stained.

No. 2 is restricted to a minimum test weight of 23 lbs. per bu., and maximums of 13% moisture, 4% foreign material, 4% damaged grains, 3% black or wild sunflowers. This grade shall be cool and sweet tho it may be stained or slightly weathered.

No. 3 must have not less than 21 lbs. in a bu., nor more than 15% moisture, 6% foreign material, 6% damaged grains, 12% black or wild sunflowers. The seed must be cool and sweet tho it may be stained or weathered.

Sample Grade shall be such sunflower seed as does not come within the requirements of any of the previously mentioned grades, or which has any objectionable foreign odor, or heating, hot, sour, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality.

Most of the commercial movement of Illinois sunflowers is thru East St. Louis and inspection is therefore made available at that point. If a demand for such seed inspection should develop at other grain inspection points it will undoubtedly be supplied.

Shippers of sunflower seed should make their sales on the basis of grade and make the following notation on the railroad B/L: "Hold at East St. Louis for Inspection." They will then receive an official inspection certificate showing the actual grade of the sunflower seed according to the above standards.—L. F. Rickey, College of Agriculture, University of Illinois.

## Canadian Rules on Imports of U. S. Seed.

The following statement has been issued by Seed Commissioner Geo. H. Clark of the Dominion of Canada regarding shipments of U. S. seed to Canada:

It is seldom indeed that United States seed merchants with Canadian business connections fail in their obligations in respect of our Canadian import regulations.

It is the privilege of a United States seed merchant to submit a control sample, drawn by himself, for test and grading at a Canadian seed laboratory. When the invoices and tags attached to the seed are marked with the Canadian grade and the control sample certificate number, the seed is not held at our ports of entry because the honor of the seed merchant is not questioned. Samples of the shipment are, however, drawn at the ports of entry for comparison with the control sample which the shipper submitted and on the basis of which he obtained his control sample certificate of grade.

Reasonable variation in quality is to be expected; but where there is clear evidence of bad faith the seed merchant in question is entered on the black-list and thereafter is denied the privilege of obtaining control sample certificates from any Canadian Government laboratory, and his seed shipments to Canada are held at ports of entry until the quality of the seed shipment itself has been determined in respect to import regulations.

Kalona, Ia.—Henry Bender, a dairy man here, recently ordered and received a ton of cookies from a Chicago mail order house, which he will feed to his dairy cows. He claims stale cookies are an ideal food to increase the flow of milk.—Art Torkelson.

Farm population in the United States, 27,511,000 on Jan. 1, 1929, is the smallest in 20 years. The net loss last year was 188,000. However, the number of farm machines is rapidly increasing so the volume of production may be greatly increased even tho the farm population continues to shrink.

## Oregon Clover Misbranded.

Seeds the same in appearance and giving the same percentage of germination by test, nevertheless when of different varieties or grown under different climatic conditions, do not possess the same vigor of growth and the plants do not develop the same resistance to winter-killing.

Growers of seed in milder climates know that their crop can be sold for seed to limited areas and are willing to accept a lower price, which offers a tempting opportunity for seedsmen to misbrand the cheap seed and sell it on representations that it is of the more desirable origin.

Oregon clover seed is a fair example. The past season many carloads of Oregon grown clover seed were shipped to three wholesale seed dealers of Indiana and one in Ohio. Thru the activity of H. R. Kraybill, seed commissioner, working under the strict Indiana Seed Law, at least 30 shipments by these wholesalers to points in Indiana and Illinois have been detected. When brot to trial the defendants in each case pleaded guilty. One was fined \$21.05 and costs, and another \$75 and costs. Two of the larger firms have enjoyed a high reputation for integrity, and since the principal asset of a seedsman is his reputation the loss of business thru violation of the law may greatly exceed the profit obtained by misbranding operations.

Misbranded seed can be sold at a price honest seedsmen can not meet, and the trade generally would be pleased to have the government stop this unfair competition.

## Pennsylvania Seed Law.

Warning has been issued by the Pennsylvania State Buro of Plant Industry that farm seeds must be properly labeled before they are offered for sale for seeding purposes. Farmers are no exception and must label their seed just as well as regular seed dealers.

Every package of 10 lbs. or more must be labeled with: (1) the commonly accepted name of the seeds, (2) the percentage, by weight, of impurity, (3) the percentage by weight of weed seeds, (4) the name and number per ounce of noxious weed seeds, (5) the percentage of germination of the seeds, with date of test, (6) the name and address of the vendor.

Noxious weed seeds declared are: Wild onion or garlic, quack grass, dodders, Canada thistle, devil's paint brush, king devil, perennial sow thistle, horse nettle and bindweed.

Under Pennsylvania's law it is illegal to sell, offer or expose for sale or distribution, any agricultural seeds or mixture of agricultural seeds for seeding purposes, when more than 3 per cent by weight consists of weed seeds. One or more seeds of dodder or Canada thistle to every five grams will also prohibit sale.

Flour Mill Output as estimated by the Millers National Federation for the half year ending June 30, 1929, will give each individual milling company a basis on which to plan its own production and sales effort. Much wasteful competition will be avoided, it is hoped, when the mills do not try to get sales or running time that do not exist, and if the new regime in the Millers Ass'n can accomplish this much needed reform it will have gone far toward reaching its goal.

Washington, D. C.—Officials of seven farm co-operative marketing ass'ns, meeting in joint session, with representatives of the National Grange, the American Farm Buro Federation and the National Farmers Union, agreed upon a plan for extension of banking credit to rural districts. The program would call for two revisions of existing federal farm loan machinery. They seem to overlook the fact that it is not more credit the farmer needs, but more intelligent direction of his farming operations.



# Feedstuffs

DAYTON, NEB.—Lovelock Mercantile Co. has installed an alfalfa meal mill.

ALTONA, ONT.—Earl Howson has bought Hugh C. McIntosh's chopping mill.

KALIDA, O.—Feed mixing machinery has been installed in the plant of the Odenweller Milling Co.

WILLIAMS, IND.—A No. 3 Jay Bee Hammer Mill has been installed by the Williams Milling Co.

DETROIT, MICH.—Maizo Mills of Circleville, O., have moved their office to the Book Tower here.

HENDERSONVILLE, N. C.—The Highland Lake Mills has installed a No. 2 Jay Bee Hammer Mill.

SANGER, TEX.—The Sanger Mill & Elevator Co. is contemplating additional feed as well as grain storage.

GREENFIELD, O.—Feed mixing machinery was recently installed to improve the plant of the Styerwalt Milling Co.

REDWOOD FALLS, MINN.—A Bauer Bros. Feed Grinder has been installed by the Redwood Falls Milling Co.

GRAMPIAN, PA.—A No. 21 Unique Vertical Batch Mixer has been installed in the plant of the Grampian Milling Co.

POTTSGROVE, PA.—Four double stands of Unique Ball Bearing Roller Mills have been installed by C. R. Zechman.

HARLAN, IA.—The Harlan City Roller Mills has added flaking equipment for preparing oats for feeding purposes.

KANSAS CITY, MO.—The Newsome Mill-feed Co. has moved its offices to the 7th floor of the Board of Trade Building.

DESHLER, NEB.—Deshler Roller Mills have installed a No. 4 Jay Bee Hammer Mill. It will be used for grinding feeds.

NORTH BRANCH, MINN.—A No. 1 Haines Batch Feed Mixer has been installed in the plant of the North Branch Milling Co.

SILVERTON, TEX.—Molasses mixing equipment for preparing sweet feeds has been installed in the Silvertown Milling Co.'s plant.

HARTVILLE, MO.—A feed mixer, a loader and a sacker have been added to the grinding equipment of the Marshfield Milling Co.

ORDWAY, COLO.—A new 14x28 ft. office building is being constructed on the west side of the mill of the Denver Alfalfa Milling & Products Co. here. New scales are also being installed.

STREETSVILLE, ONT.—The Toronto Heights Poultry Supply Co. has bought the plant formerly operated by the Streetsville Milling Co., Ltd., and will use it to manufacture feeds.

## Exports of Feeds.

Exports of feeds of domestic origin during February, 1929, compared with February, 1928, and for the eight months ending with February, are reported in short tons by the Bureau of Foreign and Domestic Commerce as follows:

	February 1929	February 1928	8 mos. ending Feb. 1929	8 mos. ending Feb. 1928
Hay	1,473	2,423	9,361	12,395
Cottonseed cake	23,940	17,462	161,814	240,604
Linseed cake	20,794	25,035	179,703	205,316
Other oil cake	1,729	1,376	16,713	7,307
Cottonseed meal	2,590	10,209	82,039	66,845
Linseed meal	937	1,731	5,608	6,465
Other oil meal	339	421	2,479	919
Mixed poultry feeds	523		923	
Mixed dairy feeds	301		358	
Other prepared and mixed feeds	1,075	9,771	57,771	57,771
All other feeds	4,728	3,130	38,848	28,074

SUNNYSIDE, CAL.—A \$2,000 loss by fire in the alfalfa mill was suffered by the Sunnyside Alfalfa Milling Co., fully covered by insurance.

JEFFERSON, MO.—Missouri's revenue producing feed law has been reported out of the committee and will soon be brought before the legislature.

FAIRFIELD, IA.—Construction of a large feed warehouse adjoining the present one which has been outgrown, has been started by the Gossick Milling Co.

MASON, MICH.—Winn & Bartlett have installed a batch feed mixer, with which they will mix feeds for their patrons to any desired formula free of charge.

MISSOULA, MONT.—A feed milling plant has been completed here by the Missoula Feed & Grain Co. which greatly increases the firm's feed manufacturing capacity.

MIDDLEPORT, N. Y.—The feed and flour mill of A. I. Lum has been purchased by Wallace S. Droman, who will remodel the property and fit it with new machinery.

EMMETSBURG, IA.—A Unique Feed Mixing Plant has been installed by the North Iowa Wholesale Co. to manufacture feeds. Its capacity is 40 tons in 10 hours.

ATCHISON, KAN.—The local soybean plant of the Mangelsdorf Seed Co. is running on a 24 hour schedule and local farmers are manifesting considerable interest in planting soybeans to supply it.

KANSAS CITY, MO.—About 30 members of the local feed trade attended a luncheon in the Hotel Baltimore recently to organize a feed club. Local brokers have been active in sponsoring such a move.

EVANSVILLE, IND.—John K. Jennings, head of the Diamond Feed Mills, has made formal announcement of his candidacy for the democratic nomination for mayor of Evansville. He was his party's nominee for this office four years ago.—W. B. C.

JAMESTOWN, N. Y.—The building and equipment of the Jamestown Electric Mills, formerly operated by Purdy Bros., was bot at public auction, on March 22, by M. L. Clapp, trust officer of the Bank of Jamestown, who bid it in at \$35,000 for the bank, which held the mortgages.

DURAND, MICH.—Durand Milling Co. has improved its feed manufacturing equipment with installation of a Haines No. 1 belt drive Feed Mixer.

ATLANTA, GA.—Joe Brown, formerly connected with the Dairy Products Co., has engaged in business for himself under the name of Joe Brown Co.

BONNER SPRINGS, KAN.—The old flour mill of the Tiblow Mills Co., now in receivership, has been purchased by Miles J. Kilmer, who will convert it into a feed mill.

No. 61

## RED IRON OXIDE

86% Iron

## IRON-COP

A scientific blend of Iron and Copper

Practical feeding tests have proven their blood and bone building value when incorporated in poultry and animal feeds.

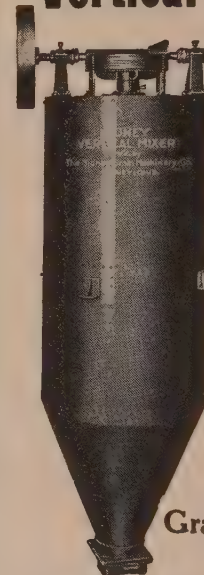
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## New Improved Vertical Feed Mixer



Mixes  
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Sidney, Ohio

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MINROL-PROTIN is a **Complete** Mineral Concentrate for Poultry. It supplies ALL the minerals poultry requires. Added to your grain rations NOW it will insure good results for customers using your feeds.

Learn how MINROL-PROTIN will improve the efficiency of your poultry feeds and increase your business. Send today for our interesting, informative booklet, illustrated with photographs of actual results obtained with mixtures containing MINROL-PROTIN.

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Unusually attractive proposition to feed manufacturers in several states. Write for full particulars.

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**PINE BLUFF, ARK.**—Construction of a large warehouse is being planned by Charles L. Whyte on a piece of property he recently purchased. When the structure is completed it will be leased to the Whyte Feed Mills, Inc., which he heads.

**CHICAGO, ILL.**—Producers of dry skim milk will flock to the Palmer House in Chicago on Apr. 25 and 26, for the 4th annual meeting of the American Dry Milk Institute, Inc. One of the important subjects to come before the meeting is "How and Where to Sell Dry Skim Milk at a Profit."

**WATERLOO, IA.**—The Brown-Fallgatter Co., which took over the local mill of the old Waterloo and Cedar Falls Union Mill Co. in 1925, has increased its capital stock from \$60,000 to \$100,000. Among the company's products is cattle and hog feeds. W. A. Fallgatter is pres. and H. I. Brown, sec'y.

**NORTH KANSAS CITY, MO.**—A \$10,000 mill site, purchased by the recently organized North Kansas City Alfalfa Mills Co., which is headed by J. K. Davidson and J. W. Northcutt, is the scene of construction activity. A two-story 60x150 ft. mill with trackage on each side, is expected to be completed within two months.

**MODERN POULTRY HOUSES** is a practical guide to the planning and construction of poultry quarters. It is attractively made-up and well illustrated with detail construction drawings and photographs, based on recommendations of state agricultural colleges and practical experience. Free. Address Portland Cement Ass'n, Chicago, Ill.

**WARTRACE, TENN.**—The Garrison Valley Mills, recently purchased by the Bedford County Milling Co., have been remodeled and improved. New machinery installed includes a new sweet feed plant and poultry feed grinding and mixing equipment. In addition the new owner of which J. R. Carpenter is sec'y-treas., is handling concentrated feed ingredients.

**LAWTON, OKLA.**—Plans for construction of 10,000 bus. oats storage and a poultry and dairy feed manufacturing plant to adjoin the present local elevator of the Chickasha Mill & Elevator Co. are under way and building will begin at an early date. The city of Lawton deeded the company a 75x200 ft. site for this purpose, with the provision that it must be used for a feed mill. J. E. Gigoux is local manager for the company.

**BUFFALO, N. Y.**—Richard H. Unterecker, a former feed jobber here, was indicted and pleaded guilty to a charge of grand larceny. It was alleged he defrauded August H. Blessing, a local feed dealer, out of \$3,808. On the supplication of Unterecker, Blessing let him have this sum to obtain release of a carload of feed which Unterecker claimed to own and which he said he would immediately sell for \$4,246. Blessing was to get the profit. The indictment alleged Unterecker did not own the feed.

**DALLAS, TEX.**—Construction of a large new feed mill by the J. Perry Burrus interests on a site already partially occupied by the Perry Burrus Elevator, operated by the J. C. Crouch Grain Co., will begin at an early date. The feed mill will have capacity for about 10 carloads a day at the start but construction will be completed in such manner that additions can be easily built to increase the facilities. Plans are now being drawn and it is hoped to have the plant in action before the end of the summer. Construction will be of concrete.

**Rockford, Ill.**—A feed store with B. Yenrick in charge, has been opened here by the American Milling Co.

**To introduce** the use of poultry mashers on a wide scale one company in the south offered to give a mash hopper with every 100 lb. sack of poultry mash. Out of the new customers obtained in such a way a number are bound to stick.

## A Feed Milling Engineer.

At the time that the feed milling business started its upward trend about 13 years ago, L. R. Veatch, who has built many flour mills scattered thru the South, went from Louisville, Ky., to Buffalo, N. Y., to promote the interests of his company in that part of the country.

From early boyhood Mr. Veatch had been educated in the highest principles of milling, and brot his skill and knowledge to bear on the construction and equipment of up-to-date feed mills in his new territory, with such success that the Unique Machinery made by the Robinson Mfg. Co. is today in operation in practically every city and town in Northern New York, the States of Maine, New Hampshire and Vermont and the western part of Ontario, Can.

Some of the largest and most efficient feed mills in the country have been designed and built by Mr. Veatch, among them the Maritime Mill, the Black Rock Milling Co.'s plant, the Broadway Mills of the then Curtiss Grain Co., the Farmers G. L. F. Mill, all at Buffalo, N. Y. He also thoroly overhauled and modernized the old Globe Elevator, a feed plant.

Mr. Veatch has made a multitude of friends thruout his territory, being a genial good fellow with the spirit to render first class service. He is considered one of the leading feed milling engineers of the country.

**Chicago, Ill.**—The annual meeting of the Millers National Federation will be held at the Edgewater Beach Hotel here on Thursday and Friday, May 16-17.—A. P. Husband, sec'y.

**Minneapolis, Minn.**—A measure in the state legislature would close the state experimental mill here because of alleged high cost of flour produced. It is stated \$16,000 could be saved annually if the flour for state institutions were purchased from private millers. This is a perfect repetition of the experience of every Government which ventures into business. The Federal Government and the U. S. taxpayers are out about nine billion dollars because the Government attempted to supply transportation by rail and water.

## Cottonseed Meal Continues Lower.

Memphis, Tenn., Apr. 6.—Cottonseed meal opened 15 to 35 up on old crop deliveries Monday and again about 25 higher on Tuesday, but ran into concentrated selling and closed Tuesday from 10 to \$1 per ton down. A continuation of selling both by locals and the outside resulted in a further decline on Wednesday and Thursday, but some support developed on the third call Thursday, and the market closed in an upward trend 10 to 35 cts. above the lows. Friday and Saturday resulted in slight further gains, but the close today was from \$1 to \$1.65 lower on the active months.

The new crop deliveries have not followed the extreme decline in the old crop months, and some traders feel that October and July will sell at the same price, others though think that the drastic decline of the last sixty days has discounted any bearish features that have previously become known, and that meal will do considerably better if the decline in other feedstuffs is checked around present levels. On the close today locals were inclined to work for an upturn and mostly went long over night.

The close on prime 41% protein cottonseed meal for the week ending Apr. 6 was \$38.50 per ton for April, \$38.10 for May, \$38.20 for July, \$36.50 for October, and \$36.50 for December. Sales for the week were 18,500 tons. —Memphis Merchants Exchange.

## Feed Movement in March.

Receipts and shipments of feedingstuffs at the various markets during March, as compared with March, 1928, in tons, were as follows:

	Receipts—		Shipments—	
	1929	1928	1929	1928
Baltimore .....	1,001	750		
Chicago .....	16,093	19,163	47,434	52,089
Cincinnati .....	330	390		
Kansas City .....	6,090	6,520	16,940	17,400
Milwaukee .....	1,280	4,740	8,820	11,300
New York .....	40			
Peoria .....	36,190	52,760	49,283	60,535
San Francisco .....	10,775	281		

## FEED and GRAIN SAMPLES ANALYZED by EXPERTS

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Starting and Growing Mashers  
**Emery Thierwechter Co.**  
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## SHIPPERS OF

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Sulphured and Natural Oats  
Barley Buckwheat and other  
grains for poultry feed

**ARCHER-DANIELS-MIDLAND CO.**

Grain Department  
**MINNEAPOLIS, MINN.**  
Elevator Capacity, 2,500,000 Bushels

## Durham Cane Feed MOLASSES

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## Dry Skim Milk

35% to 37% MILK PROTEIN—  
builds muscle and meat

8% MILK MINERALS—  
builds strong bones

51% MILK SUGAR (LACTOSE)—  
energy and health giving foods

Dry Skim Milk is recognized by leading authorities and is in popular demand by poultry and livestock raisers on account of its health and growth promoting qualities.

Leading Feed Manufacturers use Dry Skim Milk in many of their formulas.

In poultry rations Dry Skim Milk promotes growth, stimulates laying, and maintains a healthy condition of the flock. Excellent in fattening feeds. Controls coccidiosis.

In Calf Meals, Pig and Hog Meals Dry Skim Milk is also excellent.

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### Vitamins in Variety of Feed Ingredients.

*Grain Dealers Journal:* Regarding "Animal-Poultry Yeast" in your Mar. 10 number, page 329.

There is a grave misstatement in this article in regard to vitamins essential to growth and the maintenance of health and vigor in chickens. In the first place, vitamin D has not been mentioned, which would lead the uninformed to believe that it is not essential in a poultry ration. If the birds are confined indoors or out of the direct rays of the sun, the value of vitamin D can be determined by referring to Circular No. 141, "Feeding for Eggs," and Bulletin No. 371, "New Chick Feeding Facts," both of the College of Agriculture, University of Wisconsin, and Poultry Investigation of the Ohio Agricultural Experiment Station, Wooster, O., a reprint bi-monthly bulletin, July-August, 1927.

Second, this article would lead one to believe that cod liver oil is fed as a source of vitamin A only, rather than for vitamins A and D. In referring to the products in which vitamin A is found in small quantities, they have not even mentioned yellow corn or legume hay which are the usual sources depended upon for this vitamin in a poultry ration. (Refer to the bulletins mentioned above.) However, we cannot always be certain, according to authorities, that yellow corn or alfalfa leaf meal contains sufficient of this vitamin, depending upon the way they were cured or handled after curing. Also, yellow corn, ground as for a poultry mash, loses its vitamin A, due to oxidation, much faster than shelled corn. Therefore there is a value to the vitamin A contained in cod liver oil if it is not lost by being exposed to the air when mixed in feed prior to feeding.

Companies selling liquid cod liver oil claim that we do not use cod liver oil for vitamin A, but only for vitamin D. The reason for this is that they know that vitamin A, in liquid oil,

is lost within a very short time when mixed with feed and exposed to air and light. To show you the importance of vitamin A, we wish to refer you to Bul. No. 371, mentioned above, in which emphasis is placed on the value of vitamin A to promote growth. Absence of vitamin A from the diet results in a failure to grow, and, with low supplies of this nutritive factor, respiratory troubles, such as colds and pneumonia, set in.

According to no less an authority than D. C. Kennard of the Ohio Experimental Station, nutritional roup can be expected to develop when the ration is deficient in vitamin A. Undoubtedly, such a deficiency renders the flock more susceptible to the ordinary colds and roup during the winter months.

The March 10 number of your Journal quotes Prof. Morrison of the New York State College of Agriculture, speaking before the Eastern Federation of Feed Merchants on liquid cod liver oil, as follows:

"Cod liver oil in its various forms is highly valuable, especially in poultry raising. I would warn against overfeeding of this article, however, and also suggest that it be kept in airtight containers. Much of its value is lost if exposed to the air."

To determine the greater sources of vitamin B and how easily it is provided in a poultry ration, we refer you to pages 13 and 14 of the circular, "New Chick Feeding Facts," and also the relative vitamin B potency of yeast compared with other grains. We do not wish to infer there is no value to yeast in a poultry ration, but believe your article would lead the average layman on vitamins to believe its value is due to provision of an essential vitamin and would further mislead him on the most important sources of vitamins A, B, and D. We should like to see an article in your Journal concerning vitamins and their sources, such as the "Truth About Vitamins," by a reliable authority.

To furnish further information on the value of vitamin A, we refer you to the Sept.-Oct., 1924, Bulletin of the Ohio Agricultural Experiment Station, which describes "Rickets and Paralysis in Swine Affected by Nutrition." This article gives a direct comparison of the value of vitamin A in lots 8 and 9 of the experiments covered. In both lots the only variable factor in the ration was loss of vitamin A due to aerating or oxidizing the cod liver oil previous to feeding. When this vitamin was absent it required 4% more feed to produce 100 lbs. of pork, and out of 8 pigs only two were classified as stunted, compared with none so classified in the lots where vitamin A was present in the cod liver oil.—Stuhr-Seidl Co., Minneapolis.

## "Feeds and Feeding"

ILLUSTRATED  
19th Edition

By W. A. Henry and F. B. Morrison.

The recognized authority on feeds and feeding. Careful study of this book by elevator operators who grind and mix feeds will place them in better position to advise their farmer patrons as to the best in feeds. Keep it in your office within easy reach of your patrons and encourage their reading it.

Contains valuable formulae and suggestions on feed ingredients, proportions, etc.

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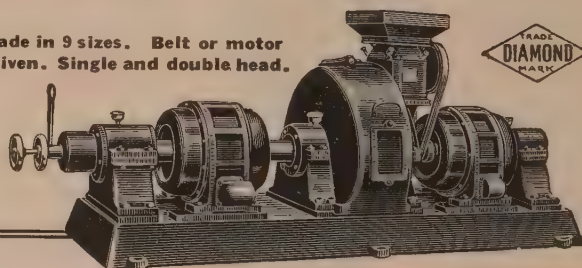
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## Feedstuffs in the Tariff Revision.

On Mar. 25 the Senate Com'te on Agriculture started the hearings on tariff revision. Since then it has been incessantly plied with briefs, discussions and proposals all of which are supposedly designed to help the farmer.

The special session of Congress will convene Apr. 15. So far President Hoover has given no intimation that he has a plan, and the only things generally understood is that Congress is supposed to figure out proper helpful legislation and framing its own bill, limited only in that such legislation should include a general revision upward of the tariff on agricultural products and creation of a federal farm board backed by sufficient capital from the U. S. treasury to finance a multitude of cooperative marketing enterprises. Transportation is a factor to be considered.

A brief summary of the proposed revision in the tariff to protect the corn belt farmer was published in the last number of the Journal. Previous issues have also told about seeds. Dairy, livestock and feedstuffs interests are also concerned and have been submitting proposals.

**TARIFF ON GRAINS:** Under the recommendations of the National Grange a duty of 30c bu. would be imposed on barley, 50c cwt. on buckwheat, 30c bu. on corn (basis 56-lb. bu.), 1/2c lb. on oats and 30c bu. on rye. Duty of 42c bu. on wheat to be retained with addition of protein test requirement.

**FEED INGREDIENTS:** Covering commodities which go into the preparation of feeds the American Farm Bureau makes additional recommendations of 20% ad valorem on feeds consisting of an admixture of grains with oil cake, oil cake meal, molasses or other feedstuffs; 20% ad valorem on screenings, scalplings, chaff or scourings of wheat or other grains; 1/4c lb. on hulls of oats, barley, buckwheat or other grains; 60c cwt. on corn grits,

meal, flour and similar products; 30c bu. on cracked corn; 1/2c lb. on broken rice, rice meals, flour, polish and bran.

**SOYBEANS:** The National Grange in taking up the soybean question sought duty of 2c lb. on soybean seed and \$6 ton on soybean oil cake meal.

**MILLFEEDS:** Sydney Anderson, speaking for the millers, said: "The reduction of the duty on millfeeds from 15% ad valorem to 7 1/2%, effective Mar. 7, 1924, has resulted in an increase in the average annual volume of imports of these products. There has resulted a net loss to the Treasury of the United States without material advantage accruing to anybody in consequence thereof. Restoration of the duty on feed from 7 1/2% ad valorem to 15% would approximately double the revenue now received by the government from this source and would afford a fair degree of protection in the production of millfeeds and other feeds in the United States."

**FLAXSEED:** The Northwest Agricultural Foundation is seeking increased duty on flaxseed from 40c bu. to 1 1/2c lb.

The all-inclusive term "farmer" goes beyond grains, soybeans, millfeeds, etc. If the tariff fixes it so the livestock-raiser, the poultryman and the dairyman have to pay more for the feeds they buy, something necessarily has to be done for them. The American Farm Bureau Federation is demanding raising the duty on oleo oil from 1c lb. to 3.7c; oleo stearin from 1c lb. to 4c, but not less than 45% ad valorem; lard from 1c lb. to 5c, but not less than 45% ad valorem; lard compounds and substitutes from 4c lb. to 5, with 45% ad valorem provision; oleomargarine and butter substitutes from 8c lb. to 15c, with 45% ad valorem provision.

**DAIRY PRODUCTS:** Directly competitive dairy products, the National Grange believes, should carry a tariff as follows: Milk, fresh or sour, 8c gal.; skim milk and buttermilk, 1 1/2c gal.; milk, evaporated and unsweet-

ened, 3c lb.; milk, condensed, sweetened, 4 1/2c lb.; butter, 15c lb.; Swiss cheese, 12c lb.; American or Cheddar cheese, 8c lb. All of these would be subject to a 40% ad valorem provision, except butter which would be subject to 45%.

**LIVESTOCK:** Further proposals are that all imported cattle be graded under U. S. Government market grades and be dutiable as follows: Cattle suitable for stock and feeder purposes only, 3c lb.; cattle suitable for immediate slaughter, 4c; fresh, chilled or frozen beef and veal, 8c; sheep and goats, \$3 per head; fresh, chilled or frozen goat meat, 5c lb.; lamb meat, 8c; swine, 3c; fresh pork, 5c; bacon, hams, shoulders and other pork, prepared or preserved, 6c; fresh meats, prepared or preserved and not specially provided for, 40% ad valorem.

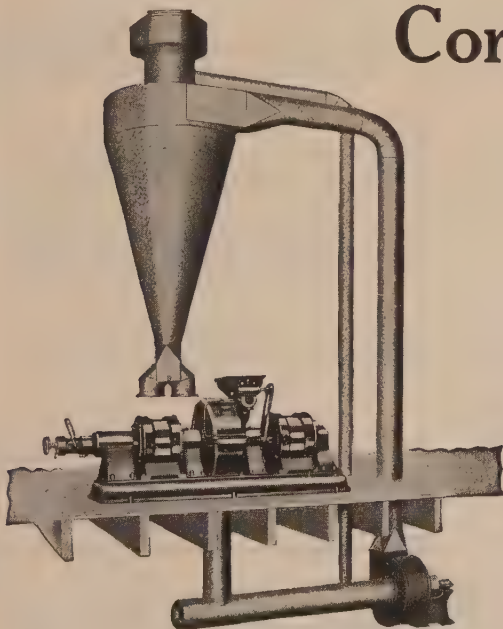
**POULTRY:** Live poultry, 10c lb.; live birds for breeding purposes and valued at less than \$5, \$2; dead poultry, dressed or undressed, 10c lb.; eggs, 10c doz.

The general plan underlying the recommendations of the leading farm organizations in their tariff proposals is to raise the tariff protection on agricultural products to the 40.5% level of industrial commodities. It is claimed agriculture now receives only 22%.

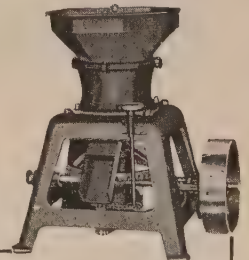
The hay business has been the best this year that we have experienced for several seasons, and with the continued increase in the production of alfalfa, we look forward to the hay business coming into its own.—White Bros., Scotts, Mich. None of the late models run on hay.

**Germany.**—Import regulations on No. 2 American barley, which expired, were expected to be renewed by the German government, but not because German pigs refused to eat it. Funny how a falling market destroys some buyers' respect for their contracts.

## The Most Profitable Way to Grind Corn Ears, Oats, Barley, Etc.



The Monarch Ball Bearing Attrition Mill and Corn Ear Crusher will grind whole Corn ears with minimum expense and horsepower. Tests prove that the two machines take less power than a single machine doing the whole operation. As most of your grinding is small grains you need only operate the crusher when corn ears are being worked. This means considerable saving in power and upkeep. Let us furnish you with details of the Monarch Feed Grinding Unit. Ask for Catalog D.



The Monarch Corn Ear Crusher breaks the ears to the size of Corn Kernels by crushing which takes less power than grinding.

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Flour Mill Machinery—Feed Mill Machinery—Grain Elevator Equipment  
Material Handling Equipment—Power Transmission Appliances



## Feed Grinder

PORT ALLEGANY, PA.—W. M. Burleson has established a feed mill here.

GREENVILLE, O.—A batch feed mixer has been installed by Geo. O'Brien & Son.

PITTSBURGH, PA.—Harper Grain Co. has installed a No. 2 Jay Bee Hammer Mill.

TURKEY, TEX.—Bellamy & Son of Littleton, plan building a feed grinding plant here.

GRISWOLD, IA.—New equipment has been installed in the plant of the Griswold Feed Mill.

DAVENPORT, IA.—Teske Milling Co. has installed a No. 3 Haines Feed Mixer with electric motor.

PILLOW, PA.—Wm. H. Bohner has added a new Robinson Iron Clad Crusher to his milling equipment.

OSHKOSH, WIS.—Nolte & Haveman have installed a Haines Feed Mixer in their local grinding plant.

GUARD, MD.—Fire razed the feed mill of P. H. Garletts & Son recently. Insurance partly covered the loss.

ROBINSON, ILL.—The mill recently purchased by Snodgrass & Phrater is being opened for feed grinding.

MADISON, IND.—Feed grinding and mixing equipment is being added to the milling facilities of W. Trow Co.

HOLDINGFORD, MINN.—The Holdingford Milling Co. has put in a No. 1 belt drive Haines Batch Feed Mixer.

VILLA PARK, ILL.—Villa Park Feed & Milling Co. has installed a Haines Feed Mixer size No. 1 with motor drive.

CHESTER, ILL.—The Buena Vista Mill here has been sold to William Welga, Jr., who will operate it as a feed plant.

LONE WOLF, OKLA.—A No. 3 Jay Bee Hammer Mill has been installed by Copeland Bros., feed manufacturers here.

DEWITT, N. Y.—Peter Grenier Co. plans reconstruction of the feed grinding plant that burned here several months ago.

MILTON, PA.—Curtis Cromis has added an 18-in. Unique Ball Bearing Attrition Mill to his milling and grinding equipment.

LAKE CHARLES, LA.—The Lake Charles Feed Co. has added a No. 1 Haines Feed Mixer to its equipment for preparing feeds.

WAWAKA, IND.—A corn sheller and corn cutter supplied by the Sidney Grain Machinery Co., have been installed by H. D. Frick.

MORTON, MINN.—M. A. DeWerd has purchased the feed mill of Henry Leonard here. He also has a mill at Cottonwood.

PAOLI, IND.—Heise Bros. have installed a feed grinder and mixer in a new brick and tile building constructed to accommodate them.

FORT JACKSON, N. Y.—Lawrence L. Grow's feed mill burned some weeks ago at a loss of \$12,500. He is planning reconstruction.

EUNICE, LA.—Joe Iginsky, proprietor of the Eunice Cash & Feed Store, recently installed a feed grinding mill in his establishment.

MINNEAPOLIS, MINN.—Feed grinding equipment is being installed in three of the country elevators of the Victoria Elevator Co.

ASHTABULA, O.—The Gibson & Gibson feed mill has been sold to an oil company and is being torn down to make way for a filling station.

KEOKUK, IA.—A feed grinder and feed mixer has been installed by the Prolack Feed Co., of which Milton Priebe recently became manager.

ELBURN, ILL.—Additional machinery is being installed in the Elburn Grist & Feed Mill which was recently purchased by Edwin C. Griesbach.

ROCKFORD, NEB.—A feed grinder and warehousing space has been installed by A. L. Burroughs here. Mr. Burroughs is manager of the farmers elevator.

WORTHINGTON, IND.—The Worthington Grain Co., of this place, is building a new addition to its plant in order to have more floor space for the grinding of feed.—W. B. C.

ALEXIS, ILL.—Roy Ralston and Guy Boggs, partners in a feed grinding and coal business here, have dissolved partnership and Mr. Ralston has taken over the properties.

GREENBACK, TENN.—Reconstruction of the plant of the Greenback-Trigonia Mills, which burned here some weeks ago, is in progress and is expected to be completed by May 1.

BUTLER, PA.—Improvements have been made to the plant of Casterling & Son by installation of a 30-in. Unique motor driven Attrition Mill, and other feed preparing equipment.

WATERMAN, ILL.—Rapid progress is being made on the reconstruction of F. H. Withey's feed mill which was destroyed by fire a few weeks ago. New machinery will be installed as soon as the building is ready.

ALLENSVILLE, O.—O. H. Adams has sold the Allensville Mill to Geo. Appleman, who has taken possession and is now operating it. In addition to feed grinding the present owner is handling livestock feeds, ingredients and flour.

TOMAH, WIS.—Operation of mills and warehouses in Sparta, Tomah and Cashton is the purpose of the Western Supply Co., incorporated by John W. Kress, Philip E. Kress, and Fred R. Kress, with capital stock of \$100,000. The concern will also handle various farm commodities.

DALLAS CENTER, IA.—A new 85-h.p. gasoline engine and a large capacity hammer mill have been installed in the plant of the Dallas Center Mill Co., of which O. S. Reiste is proprietor. This replaces outgrown equipment and is capable of fine grinding two tons of feed in an hour.

GRINDING FEED with electric power, by F. J. Zing (Agr. Engin., 9, 1928), giving the results of the experimental studies at the Iowa Experiment Station, shows that farmers requiring less than 400 bus. of grain ground annually can more profitably have the grinding done at the local feed grinding establishment. Over that he can afford his own equipment and do the grinding on the farm.

The Winnipeg Grain Exchange has the largest office building in Canada.

More than 200 varieties of plants are attacked by the European corn borer. The political grafters seeking large appropriations for the pretended extermination of the pest should look out.

## J. P. PARKS MILL FEEDS

Dried Buttermilk—Linseed & Cottonseed Meal  
Brokerage Exclusively  
400 New England Bldg. Kansas City, Mo.  
327 So. La Salle St., Chicago, Ill.

## HIAWATHA GRAIN CO.

MINNEAPOLIS, MINN.  
Grain, Screenings, Mill Oats  
GROUND FEEDS

Straight Oats Mixed Oats  
Operating HIAWATHA MILL

## STANDARD COMMISSION CO. BROKERS

Grain, Mill Feed, Mixed Feed Ingredients  
EXCHANGE BUILDING MEMPHIS

## BOWSHER Crush Feed Mills Mix

Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—mixed as they are being ground—not before or after. This saves time and labor.



"COMBINATION" MILLS  
Use the famous Cone-Shape burrs. Light Draft. Large Capacity. Solidly Built. Long Life. Special sizes for the milling trade. Sacking or Wagon Box Elevator. Circular on request.

The N. P. BowsHER Co., South Bend, Ind.

## FAIRMONT'S

## Pure Flake Buttermilk

9 Large Plants  
Excellent Service

THE FAIRMONT CREAMERY CO. U.S.A.  
OMAHA, NEBRASKA

PRINTED, UNPRINTED

BURLAP BAGS COTTON

NEW or SECOND-HAND NEW ORLEANS

MENTE & CO. INC. BAGS

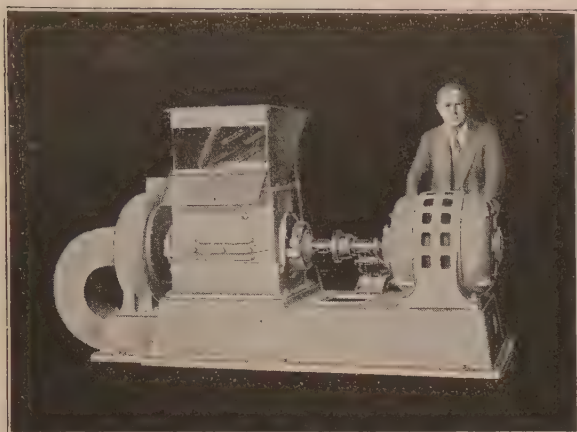
L. T. RHEA  
Pres.

SAVANNAH  
DALLAS



# A Remarkable Hammer Mill

*100 lbs. of oats through a 1/16 screen  
at only 1.75 K.W. of electricity*



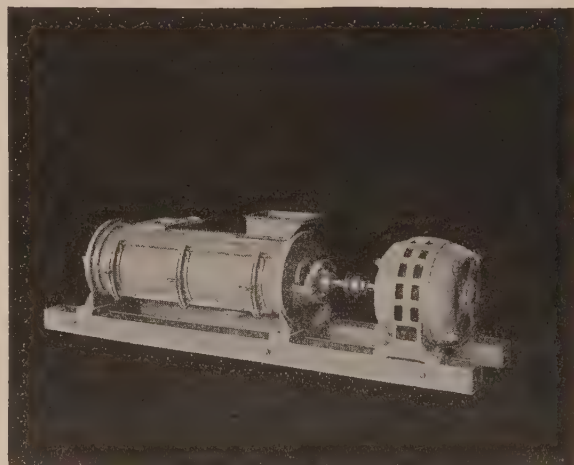
No other hammer mill ever has, or can do this. The MIRACLE ACE HAMMER MILL since January 1st, has had added to it important improvements in hammers that even enable it to outgrind every other MIRACLE ACE as much as 25%.

This new and most efficient mill will make and save you the most money. Then too, it is the absolutely safe mill. You have shatter proof glass in your automobile to protect you from the possible accident, and you have the same right to demand the safety our heavy steel deflector bar gives to all MIRACLE ACE mills.

## The Miracle Molasses Process

The MIRACLE MOLASSES PROCESS the greatest invention ever offered feed men. This process puts molasses into the feed by "regulated friction" (all molasses is put onto feed by any system by friction but in other systems it is not regulated and must also be heated.)

The MIRACLE MOLASSES PROCESS preserves all of the valuable properties of molasses. Vitamin "B", so essential, is not dissipated neither do we carbonize the molasses by heat and make it bitter or indigestible. Users of this new kind of feed made by this process are enthusiastic over feeding results. Here is the biggest money maker you ever had a chance at. There is no substitute, nothing else like it.



Write for our booklets: "THE MIRACLE ACE" describing the hammer mill; The "MIRACLE SWEET FEED SYSTEM" describing the molasses process, both are free.

## The Anglo-American Mill Company

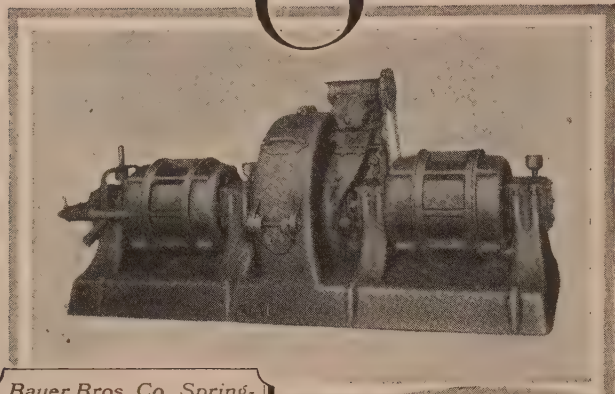
The World's Largest Builders of Grain Grinding Machinery

300-400 Kennaday Ave.

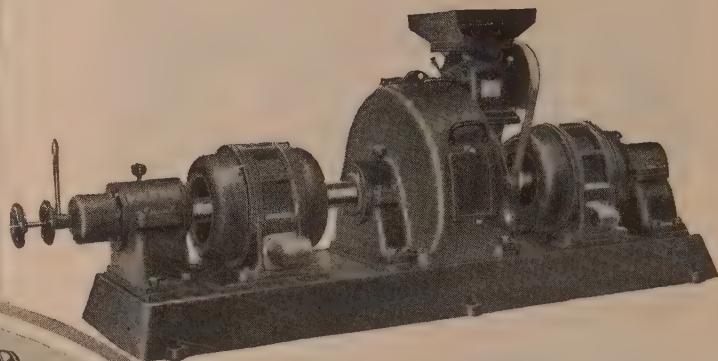
Owensboro, Ky.



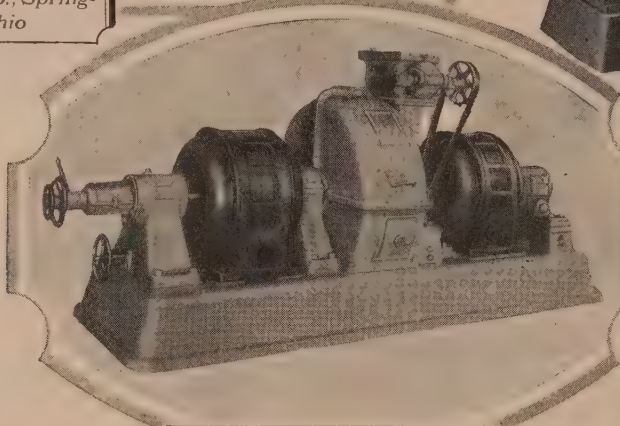
# These Attrition Mills are regularly furnished



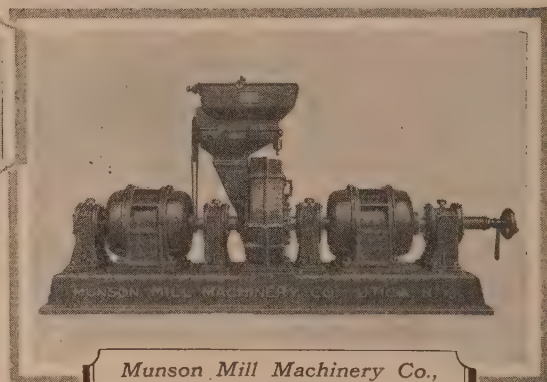
Bauer Bros. Co., Spring-  
field, Ohio



Diamond Huller Company,  
Winona, Minn.



Robinson Manufacturing Co.,  
Muncy, Pa.



Munson Mill Machinery Co.,  
Utica, N. Y.

Apply the proper G-E motor and the correct G-E controller to a specific task, following the recommendations of G-E specialists in electric drive, and you have G-E Motorized Power. Built in or otherwise connected to all types of industrial machines, G-E Motorized Power provides lasting assurance of performance that builds confidence.

These manufacturers have taken a big step forward in offering you mills with direct-connected electric drive. Direct connection is the safe, economical, and modern method of powering machinery. If you wish to go a step further in modern equipment, these manufacturers will offer you mills equipped with G-E totally enclosed, fan-cooled motors. General Electric was a pioneer in the development of fan-cooled motors and, by constant refinement, has maintained outstanding leadership in this new field of motor manufacture.



**Motorized Power**  
*-fitted to every need*

**GENERAL**  
GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y.



# *and Hammer Mills with G-E Motors and Controllers*

THE manufacturers of these eight mills have each developed their product to a very high degree of perfection. And they are protecting your interests further by offering you their mills direct-connected to G-E motors.

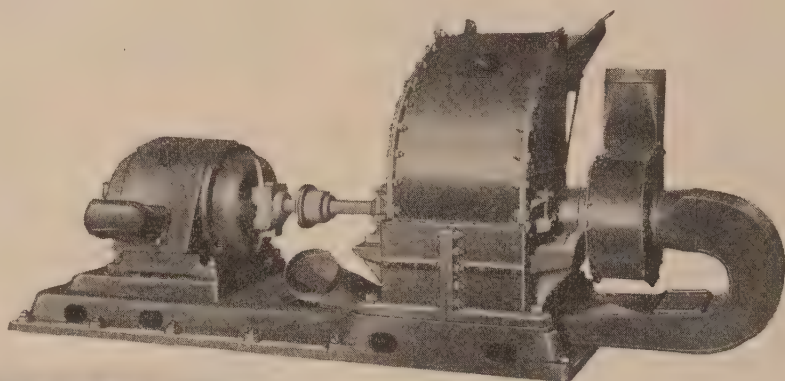
These mills are better mills because they

are powered by G-E motors—motors known the world over for their dependability, long life, and freedom from petty operating defects.

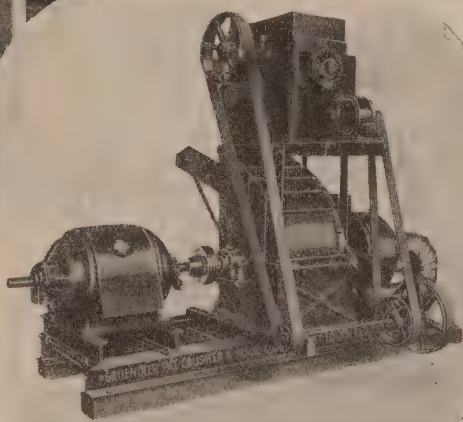
Buy with confidence whenever a manufacturer tells you his mills are operated by G-E Motorized Power.



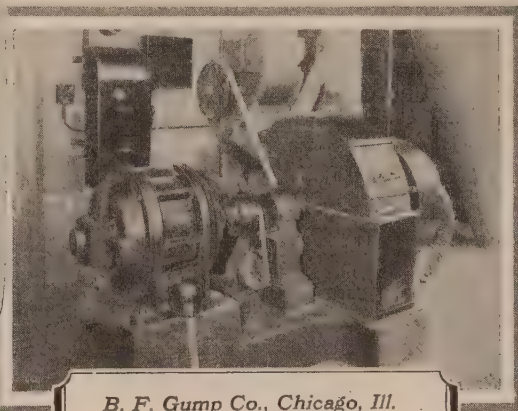
*Williams Patent  
Crusher and Pulv.  
Co., St. Louis, Mo.*



*The Bossert Corporation, Utica, N. Y.  
J. B. Sedberry, Inc. Distributor*



*Gruendler Pat. Crusher & Pulv. Co.,  
St. Louis, Mo.*



*B. F. Gump Co., Chicago, Ill.*

ELECTRIC  
SALES OFFICES IN PRINCIPAL CITIES



## Adulterations and Misbrandings.

Kershaw Oil Mill, Kershaw, S. C., shipped two consignments of cottonseed meal from South Carolina into North Carolina and Maryland, which were alleged misbranded in as much as they contained less than the amounts of protein and more than the amounts of fibre declared on the labels. A plea of nolo contendere was entered and a fine of \$200 imposed.

Planters Oil Co., Albany, N. Y., shipped 120 bags of cottonseed meal to Waterboro, Me., on or about Oct. 4, 1927, which proved to be mislabeled. Labeling on the product declared it "Choice Prime Cottonseed Meal Guaranteed Analysis Min. Protein 41.12%." The Humphreys-Godwin Co., Memphis, Tenn., was claimant and the product was released to it under bond on condition that it be relabeled.

International Milling Co., Sioux City, Ia., was alleged to have shipped on or about Oct. 12, 1927, 300 sacks of standard wheat middlings to Kansas City, Kan., which were misbranded in that the weight of each sack was not plainly marked on the outside. Rudy-Patrick & Co., Kansas City, Mo., appeared as claimant, consenting to a decree and agreeing not to offer the product for sale in violation of the law.

Mann Brothers Co., Buffalo, N. Y., were alleged to have shipped 100 sacks of linseed meal to Portland, Me., about Jan. 14, 1928, which were adulterated in that a substance deficient in protein had been mixed with the product. New England Grain Co., Portland, Me., admitted the allegations on Apr. 18, 1928, and consented to a decree which included relabeling under supervision of the department.

East St. Louis Cotton Oil Co., trading as the Forrest City Cotton Oil Mill, Forrest City, Ark., pleaded guilty to shipping quantities of misbranded cottonseed meal from Arkansas to Indiana and, under the name of the Humphreys-Godwin Co., from Arkansas to Ohio, in September and October of 1926. The labeling in each case called for 43 per cent protein and not more than 10 per cent crude fibre, whereas the product contained less than 43 per cent protein and more than 10 per cent fibre. A fine of \$100 was imposed.

Traders Oil Mill Co., shipped 520 sacks of cottonseed cake from Fort Worth, Tex., to Ringling, Okla., which were alleged to be misbranded. The article was labeled in part "43% protein cracked Cottonseed Cake \* \* \* Manufactured by Traders Oil Mill Co., Fort Worth, Texas, Guaranteed Analysis, Crude Protein, not less than 43%." This declaration of protein content was alleged to be false and misleading. The product was delivered to the original shippers under bond of \$2,500, which was later released when relabeling showed presence of 41% protein.

Grain Belt Mills, St. Joseph, Mo., was alleged to have shipped 90 sacks of alfalfa meal, 99 sacks of pulverized whole oats and 50 sacks of ground alfalfa to Pittsburg, Kan., on or about Dec. 22, 1927, which were misbranded in that the quantity of the contents

was not plainly and conspicuously marked on the outside of the package and the net weight was not indicated. Grain Belt Mills Co. appeared as claimant and consented to entry of a decree, obtaining the products on condition that they be sold or offered for sale only in conformity with the law.

Lactein Co., Modesto, Cal., consigned 24 bbls., 1½ bbls., and 42 kegs of concentrated buttermilk to Philadelphia, Pa., on or about May 4, 1928, where a libel praying seizure and condemnation was entered. The article was alleged adulterated in that a lightly concentrated skim milk product, from which a material proportion of the lactose had been removed and to which sulphuric acid had been added, had been substituted in part for, the said article, in that a valuable ingredient, lactose, had been in part removed, and in that it was mixed in a manner to conceal damage and inferiority. On June 29, 1928, the Lactein Co. appeared as claimant and the product was released under bond, on condition that it be relabeled and reconditioned under supervision of the department.

Berlin.—A member of the German Reichstag has submitted a plan for preventing a grain monopoly in Germany. Under its provisions German mills would use certain quantities of native wheat in their blends, as specified by the government.

Diversified farming sections and feeding districts are favoring fattening of calves and yearlings instead of the heavy four and five year old heaves that used to be sent to market. The meat brings a better price and quicker action is obtained on the investment. Feeding, however, requires more care on the part of the attendant since calves and yearlings grow as well as fatten.

## Feeding Scabby Barley.

One method of feeding scabby barley is to grind the barley and mix it with other grains or feeds of good quality. The amount that can be fed in this way will depend upon how badly the grain is affected.

Some feeders state that if a little molasses is placed on the barley it may be fed successfully. If a toxic property is present, however, adding molasses will not overcome it. Wetting, soaking or cooking the grain has little effect on its palatability. After both wetting and soaking had failed, one farmer tried washing the barley and in this way was successful in getting the pigs to eat it. The claim is also made that if the barley is placed in a barrel of water, allowed to stand for a time and then two or three bucket fulls are skimmed off the top, the pigs refuse to eat the top but readily eat the remainder.—Ohio Agri. Exp. Station.

## Digestible Nutrients in Feeds.

The amount of each digestible nutrient in various feeds should be helpful in determining the value of various feeds for any intended purpose, such as supplying carbohydrates or protein.

The amounts of digestible organic nutrients, ash, crude fiber and dry matter in one hundred pounds of the common poultry feedstuffs, with the nutritive ratios and the pounds of feed required to make 100 pounds of total digestible nutrients (T. D. N.), are given herewith, taken from Henry and Morrisson's "Feeds and Feeding," 1915 and 1923.

FEED STUFF.	Total dry matter..	Total crude fiber..	Total ash.....	Digestible Nutrients.				Lbs. feed for 100 lbs. T. D. N.....	Nutritive ratio....
				Protein.....	N. F. extract.....	Fat.....	Total.....		
Alfalfa (cured—av. of all trials).....	91.4	28.3	8.6	10.6	26.9	0.9	39.5	253	1 to 2.7
Alfalfa green.....	25.3	7.0	2.4	3.3	7.5	0.4	19.8	505	1 to 2.5
Alfalfa (leaves cured).....	93.4	13.2	14.5	16.8	29.6	1.3	49.3	203	1 to 1.9
Barley.....	90.7	4.2	2.5	9.3	58.4	1.2	70.4	142	1 to 6.6
Beets (Mangel).....	9.4	0.8	1.0	0.8	5.7	0.1	6.7	1,492	1 to 7.4
Beets (sugar).....	16.4	1.0	1.1	1.2	12.2	0.1	13.6	735	1 to 10.4
Bone (fresh).....	69.6	0.0	21.1	18.3	0.0	24.5	73.4	136	.....
Bran (wheat).....	89.9	9.0	5.8	11.0	24.79	1.48	39.1	256	1 to 2.5
Buckwheat.....	87.9	11.7	2.0	6.4	51.9	2.1	63.0	1,587	1 to 8.8
Clover (red, cured).....	87.1	24.8	6.2	8.68	31.77	2.77	46.7	214	1 to 4.4
Clover (red, green).....	26.2	7.3	2.1	2.7	9.1	0.6	13.1	763	1 to 3.9
Clover (white, cured).....	91.9	23.2	8.0	11.8	29.1	1.5	44.3	226	1 to 3.4
Corn.....	89.5	2.2	1.5	8.4	64.29	4.4	82.6	121	1 to 8.8
Corn meal.....	88.7	1.9	1.4	6.9	59.1	3.3	73.4	136	1 to 9.8
Cottonseed meal (choice).....	92.5	8.1	6.2	37.0	18.75	8.6	75.1	133	1 to 1.0
Cowpeas.....	88.4	3.9	3.2	17.8	47.7	1.2	68.2	147	1 to 2.8
Cowpeas (green).....	16.3	3.8	2.0	2.3	5.7	0.3	8.7	1,149	1 to 2.8
Gluten feed.....	91.3	7.1	2.1	21.6	46.5	3.2	75.3	133	1 to 2.5
Gluten meal.....	90.9	2.1	1.1	30.2	42.7	4.4	82.8	121	1 to 1.7
Kafir.....	88.2	2.3	1.7	9.0	64.5	2.3	78.6	127	1 to 7.7
Linseed oil meal (O. P.).....	90.9	8.4	5.4	30.2	27.8	6.7	73.0	137	1 to 1.4
Linseed oil meal (N. P.).....	90.4	8.7	5.6	31.7	31.6	2.8	69.6	144	1 to 1.2
Meat scrap.....	89.3†	0.0	4.1	65.9	0.0	13.01	95.2	105	1 to 0.44
Middlings (oat).....	92.7	4.3	3.2	13.0	53.1	6.3	80.3	125	1 to 5.2
Middlings (wheat, flour).....	89.3	4.7	3.7	15.7	51.1	4.3	76.5	131	1 to 3.9
Milk (buttermilk).....	9.4	0.0	0.7	3.84	3.92	1.05	10.1	990	1 to 1.6
Milk (gravity skim).....	9.6	0.0	0.7	3.3	4.6	0.85	9.8	1,021	1 to 2.0
Milk (separator skim).....	9.9	0.0	0.7	3.0	5.2	0.3	8.9	1,124	1 to 1.9
Millet (foxtail).....	89.2	8.4	3.6	7.55	60.0	3.5	75.4	132	1 to 9.0
Oats (whole).....	90.8	10.8	3.2	8.1	53.5	4.2	71.0	141	1 to 7.7
Oats (rolled meal).....	92.1	0.9	2.0	11.8	63.5	6.5	89.9	111	1 to 6.6
Peanuts (hulled).....	94.7	2.5	2.3	27.4	9.8	42.9	133.7	75	1 to 3.8
Peanut (cake).....	93.4	7.6	4.8	40.3	21.8	9.2	82.8	121	1 to 1.1
Potatoes.....	21.2	0.4	0.9	0.99	14.69	0.0	15.7	637	1 to 14.8
Rape.....	16.7	2.6	2.2	2.6	7.7	0.3	11.0	909	1 to 3.2
Rice, rough.....	90.4	9.3	4.9	4.7	61.4	1.7	69.9	143	1 to 3.8
Rutabaga.....	10.9	1.4	1.0	1.0	6.6	0.3	14.4	694	1 to 7.4
Rye.....	90.6	1.5	2.1	7.5	64.6	0.48	73.2	137	1 to 8.7
Shorts (wheat).....	89.5	6.2	4.4	12.3	48.9	4.5	71.3	140	1 to 4.8
Soybean oil meal.....	89.5	5.3	4.9	39.7	29.5	4.5	79.3	126	1 to 1.0
Soybean (green).....	23.6	6.3	2.4	3.2	7.4	0.5	11.7	855	1 to 2.7
Tankage (guaranteed 60% protein).....	92.1	5.3	15.3	56.2	3.4	7.2	75.8	132	1 to 0.3
Tankage (guaranteed 40 to 50% protein).....	91.5	3.3	21.7	42.8	4.0	15.6	81.9	122	1 to 0.9
Turnip.....	9.5	1.1	0.9	1.0	5.4	0.2	6.9	1,449	1 to 5.8
Wheat.....	89.8	1.8	1.8	8.9	62.58	1.11	66.2	151	1 to 7.3

† Represents 2¼ times the fat plus N. F. extract and protein.

## What Do You Need in Preparing Feeds?

Check below the items in which you are interested and mail to Information Bureau, Grain Dealers Journal, Chicago, and information on where to get what you want will be immediately sent you.

Attrition mills	Hammer mills
Alfalfa meal	Iodine
Blood, dried	Iron oxide
Bone meal	Linseed meal, cake
Buttermilk, dried, semi-solid	Meat meal, scrap
Calcium, carbonate, phosphate	Bill by-products
Cod liver oil	Minerals
Charcoal	Mineral mixtures
Commercial feeds	Molasses, blackstrap, beet
Cottonseed meal, cake	Oyster shell, crushed
Feed mixers	Phosphates, rock
Feed concentrates	Potassium, chlorid
Feeders for mills	Iodide
Fish meal	Salt
Formulas	Screenings
Gluten, feed, meal	Skim milk, dried
	Soybean, meal
	Tankage
	Yeast for feeding

Information Bureau

GRAIN DEALERS JOURNAL

309 S. La Salle St.

Chicago, Ill.

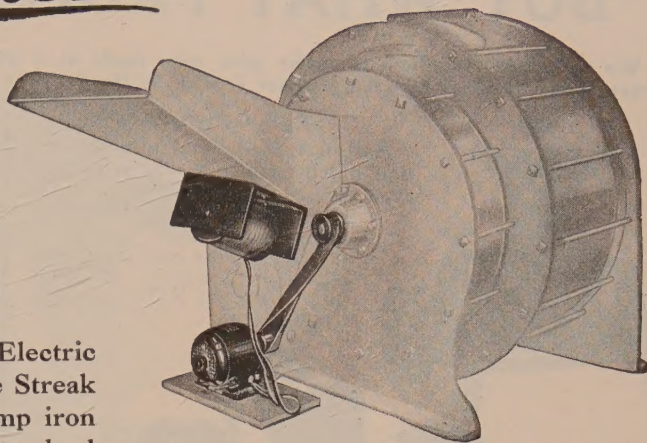


# **Blue Streak**

## **Custom Hammer Mill**

With The New  
Triple Reduction Process

A powerful electro magnet and a General Electric Generator is standard equipment on all Blue Streak Custom Mills. Positive ability to catch tramp iron or steel. Reduces insurance premiums. Standard equipment on the Blue Streak at no extra cost.



## **A Challenge Unanswered!**

FOR months we have published this challenging pledge:

### **GUARANTEE**

The Blue Streak Hammer Mill is guaranteed unqualifiedly to grind feed better and at a lower cost per 100 pounds than any other mill now on the market. You are the judge.

Prater Pulverizer Company

It is in striking contrast to unsupported claims—a challenge unanswered because it cannot be successfully answered today!

This famous guarantee is made with the full knowledge that the Blue Streak will out-perform any feed grinder of any type in a side by side test under identical conditions—a fact which presents a striking and unique situation in the field.

You are interested in feed grinding profits! Get the facts about the Blue Streak. Learn why every Blue Streak owner is a satisfied owner.

And farmers prefer Blue Streak grinding every time! The first to install a Blue Streak Custom Hammer Mill in any community is the first in favor—business and profits!

*Write today for our FREE illustrated Blue Streak book, containing guaranteed facts and actual reports from Blue Streak owners. You can buy a Blue Streak on the Prater Convenient Payment Plan. Liberal terms. No red tape.*

**PRATER PULVERIZER COMPANY**  
817 W. Washington Blvd., Chicago, U.S.A.

• A Blue Streak Hammer Mill for Every Custom Need. •

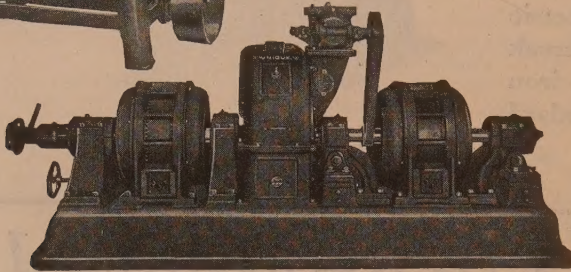
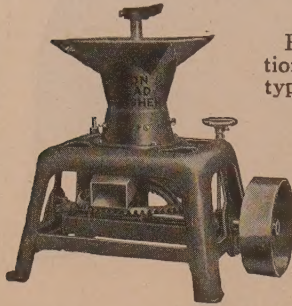


# OF COURSE YOU HANDLE FEEDSTUFFS! BUT WHAT PROFIT DO YOU MAKE?

We can show you how to make your own feeds at a good substantial profit and also increase your business by giving better service to the farmers in your community.

## FEED GRINDERS

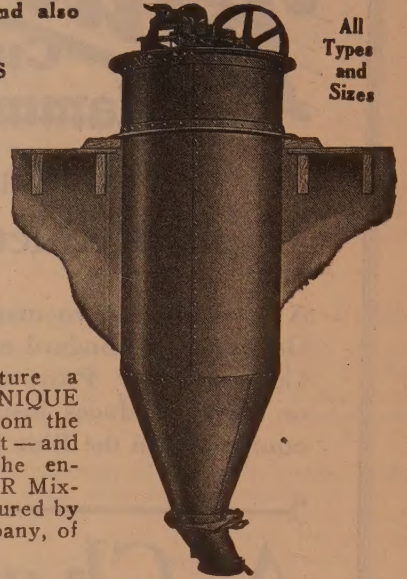
Here is a feed grinding combination which enables you to grind any type of feed the way customers want it ground. The UNIQUE attrition mill is known throughout the country as the mill that produces MORE and BETTER grinding CHEAPER.



## FEED MIXERS

The UNIQUE Vertical Mixer is one of the most popular feed mixers on the market. The first cost is small — the machine is easy to install and economical to operate, and will mix all kinds of feeds at a profit for you.

We also manufacture a complete line of UNIQUE Horizontal Mixers—from the smallest to the largest—and recently took over the entire Line of GARDNER Mixers formerly manufactured by the Gedge-Grey Company, of Lockland, Ohio.

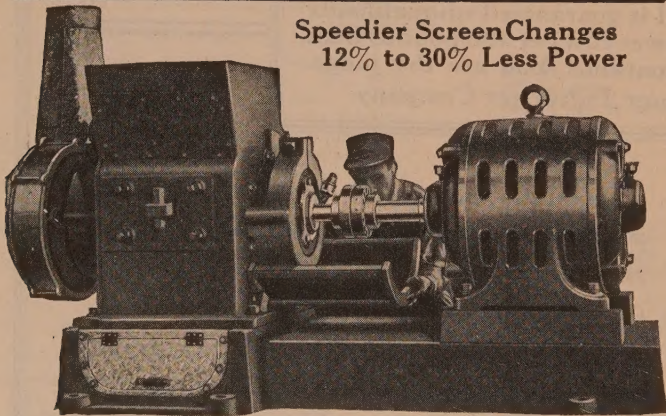


All  
Types  
and  
Sizes

Let us show you the way to greater profits in handling feedstuffs. Write us for catalogs on UNIQUE Feed Milling Machines or get in touch with our representative.

**ROBINSON MFG. CO., 42 ROBINSON BUILDING, MUNCY, PA**  
CHICAGO OFFICE—222 W. ADAMS ST.

Speedier Screen Changes  
12% to 30% Less Power



## A New Williams Grinder — The "SPEED KING" —

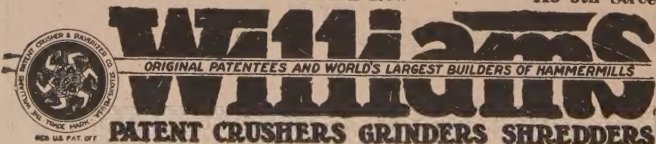
Finishes grain or ear corn in one operation with 12% to 30% less power (proved by actual comparison). Has quickest method of changing screens—no need to remove cover. 50% heavier ball bearings. Improved hammers and discs, greater weight, no vibration and many other improvements. Eight sizes. Let us send descriptive matter.

**Williams Patent Crusher & Pulverizer Co.**  
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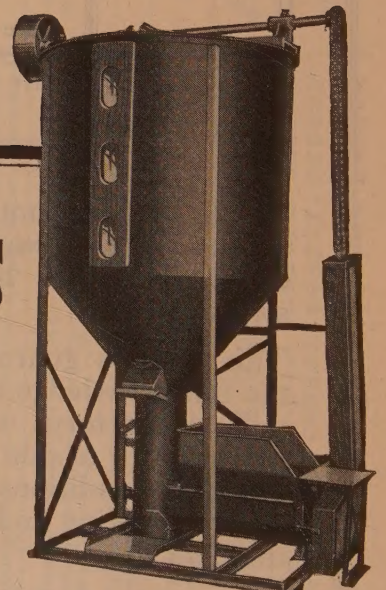
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THE MIX IS ALWAYS  
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A self-contained unit shipped completely assembled ready for operation as soon as connected to power. No extra parts or elevators necessary. No mill-wright labor required. Easily set up or moved.

Manufactured in two sizes:  
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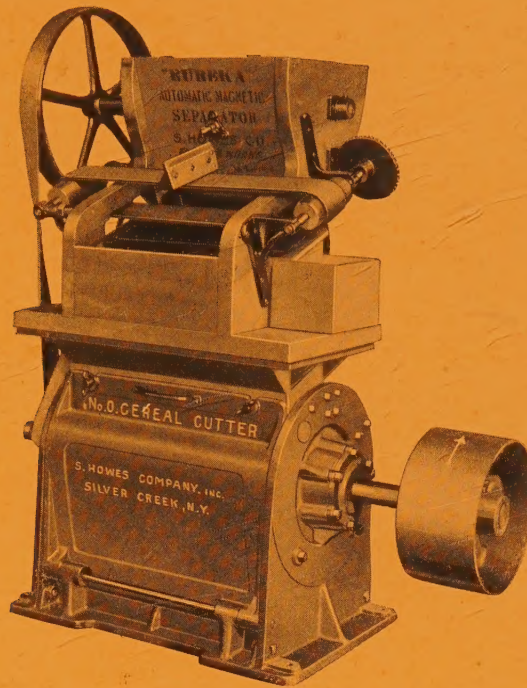
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**THE GRAIN MACHINERY CO.**  
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"Eureka"—"Invincible" Grain Cleaning Machinery



# "Eureka" Corn Cutters

Built in 3 sizes, 1,300 to 10,000 lbs. per hour

Many styles to select from, viz:—

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"At this time poultry men are scrutinizing cracked and cut grains very closely. Grains that are pleasing, sell more readily than a ragged looking product. They want a uniform-in-size product. You can hardly afford to continue without an efficient grain cutting and separating appliance."

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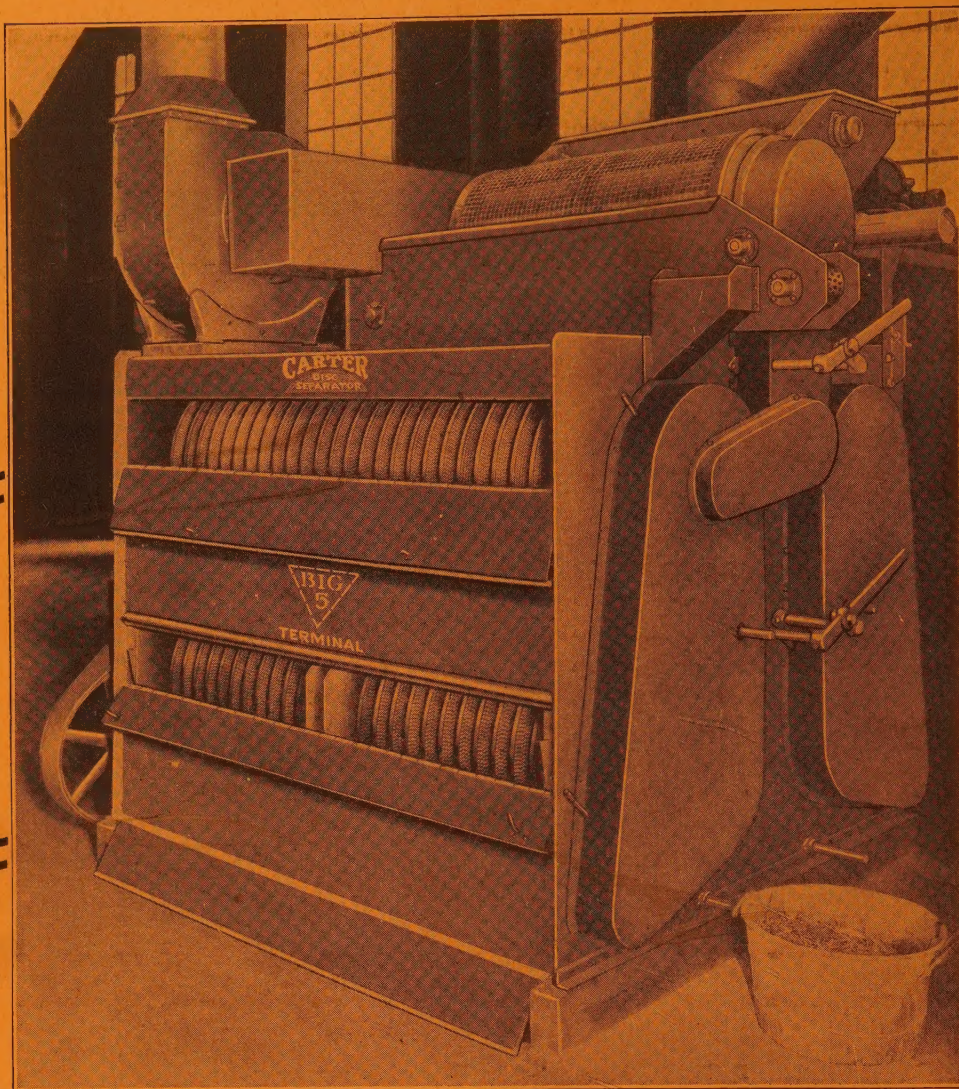
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Grain-cleaning is a highly profitable operation in terminal elevators with the Carter Big 5. It is a big capacity machine designed exclusively for terminal elevators.

We have a folder that tells about the Carter Big 5. Send for it and list of terminal elevator users — no obligation.

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